



# NAVY NEWS

FEBRUARY 2016

## Happy fleet

● An Adelie penguin frolics in front of Royal Navy ice patrol ship HMS Protector at Cape Evans on Ross Island – the first visit to the Ross Sea by a Senior Service vessel for around 80 years.  
See centre pages

Picture: LA(Phot) Nicky Wilson



## Goodbye Gannet

*Scotland bids farewell to Royal Navy  
search and rescue flight*

## In focus

*Spotlight on photographic branch*

## Deep in desert

*Change of scene for Royal Navy medic*







THEY stood on the top of Arthur's Seat. And on the barren slopes at Glencoe.

Firefighters and police briefly stopped training to let off a flare in appreciation as the Sea Kings lumbered over snow-covered Stirlingshire.

As did the crew of the Oban lifeboat, while RNLI men on the becalmed waters of the Clyde estuary brought their RIB to a halt.

Tourists in the grounds of Edinburgh and Stirling Castles looked skywards momentarily rather than admire their mediaeval surroundings.

For four and a half hours on what was generally accepted to be 'the best day of the winter' – crystal blue skies – the fliers of HMS Gannet bade farewell to the people of central and western Scotland whom they have served so selflessly for the past 40-plus years.

And the rescuers served brilliantly right to the very end of their duties.

Simultaneously with their counterparts at 771 NAS in Culdrose, the Prestwick-based fliers were formally stood down from search-and-rescue duties on the first day of the year, completing the biggest shake-up in lifesaving provision in the UK since the 1950s.

Gannet were out searching and rescuing on the last day of 2015 (flying a casualty from the Isle of Rhum to Glasgow University Hospital and helping police in the Invergarry area).

More dramatically – and making the national news headlines – the previous day, the Sea King was in action in Girvan, just 20 miles down the road from Gannet's Prestwick home 24 hours earlier.

When the festive floods which wiped out Christmas for many inhabitants of northern England shifted their focus to southern Scotland, it caught one bus and its passengers by surprise.

The duty crew avoided 120ft trees and raging currents to rescue the majority of the trapped passengers. When the Sea King's fuel began to run low, the final two people on board the coach were saved by boat.

It was an unusual mission for Gannet, not least because it involved water; by far the bulk of its missions (313 in its final year) have been conducted in the mountains of western Scotland – terrain embraced on a four-and-a-half-hour goodbye tour which took the helicopters over Glasgow, Faslane, Tyndrum, Lochaber, Oban, Stirling, Edinburgh, then back across to Ayr, Troon and finally home.

They passed over the fairways of Royal Troon and Glasgow's two great coliseums of football, Ibrox and Parkhead.

Over the mighty Titan crane at Clydebank which once built HMS Hood, Queen Mary and the QE2 and today acts as a viewing platform and launchpad for bungee jumpers.

On to Gareloch, where a tug turned on its firehose and for a few minutes Faslane mirrored Lake Geneva and its famous Jet d'Eau.

Onwards, passing the new Valiant jetty, home to the Astute-class submarines, the snow-capped upper reaches of Ben Lomond and the equally-snow-laden slopes of Ben Nevis, scene of many of the Gannet fliers' most challenging rescues.

They appeared as tiny dots passing the statue to Robert the Bruce at Bannockburn.

They were rather closer to the Gothic Wallace Monument outside Stirling and the road and rail bridges spanning the Forth in the small city itself.

They continued downstream, over the magnificent cantilever spans of the Forth Bridge, a brilliant ochre in the winter sun.

And as the trio of helicopters – a Jungly Sea King from 848 NAS acted as 'chase cab' throughout – made their way around Scotland, so their progress was charted by smartphone users who clicked away merrily and voiced their appreciation.

From the Royal Hospital for Sick Children in Edinburgh: "Thanks for all your support over the years helping critically-ill children get to definitive care."

From a well-wisher in Uddingston, to the south-east of Glasgow: "Thanks for all your efforts. You will be missed."

From pupils at Alloa Academy: "We were privileged to see final fly-past of iconic aircraft. Thanks for your years of service."

And from former Second Sea Lord Vice Admiral Sir Alan Massey, now head of the Maritime and Coastguard Agency, a personal message of gratitude to Gannet's fliers and ground crew.

"HMS Gannet has set the bar incredibly high, and I would like to thank them for their service and recognise the outstanding work they have done both at sea and inland over many decades.

"We will take their legacy forward with the utmost pride and care."

No wonder, then, that when the Sea Kings set down back at Prestwick they were emotionally as well as physically drained.

"There was definitely a lump in the throat," said Gannet's CO Lt Cdr Charlie Fuller who flew on the 'farewell tour'.

"It's sad to be saying goodbye, but there is also a huge sense of pride at a mission which has been completed well."

He continued: "Gannet has played a big role in many people's lives. The unit has not only been a significant part of the local Prestwick community, but has touched dozens of often remote communities around Scotland.

"It was amazing to see so many members of the public come out to wave us off as we flew past. We would like to thank each and

every one of them."

771 enjoyed their moment in the sun last spring with an impressive multi-helicopter tour of south-western Cornwall.

Their bow-out was a much lower key affair.

And wetter.

There was a symbolic transfer of responsibilities as Bristow helicopters who are taking over all helicopter SAR duties around the British Isles on behalf of the Maritime and Coastguard Agency, flew in with their red and white Sikorsky S-92 from Newquay, the new home of search-and-rescue flying in the South-West.

"We are keen to acknowledge the past and where a lot of the new Coastguard team have come from," said Mark Coupland, chief pilot for Bristow at Newquay,

"Many of the team have been trained by the Royal Navy and we are massively proud of the lives that 771 has saved over the years."

The final 771 duty crew of CO Lt Cdr Richard Calhaem, veteran pilot Lt Cdr 'Tank' Murray, observer Lt 'Stretch' Hounsborne and aircrewman WO Andy Penrose – were scrambled once during their last 24 hours on call: reports of a cliff walker who'd fallen just after nightfall on New Year's Eve near Port Isaac, but the Sea King was stood down en route.

"I've been immensely proud to command this outstanding squadron on this the final day of search and rescue operations," said Lt Cdr Calhaem.

"771 Naval Air Squadron has made a huge impact during the past 40 years and the personnel, and their famous 'Ace of Clubs' helicopters, will always have a place in the hearts of the population of Cornwall and the Isles of Scilly.

"The squadron will never be forgotten for its efforts and the innumerable lives saved."

WO Penrose, winchman on the final crew and one of the longest serving members of the squadron, added: "It has been the most rewarding and satisfying job I could ever have hoped to fulfil. I am filled with sadness that my 771 days are all but finished, however, I have treasured memories of a job well done and have had some of the most challenging yet rewarding scenarios I could have ever have hoped to experience.

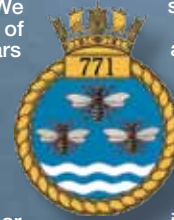
"I have many memories of a whole host of jobs, some have extremely happy endings and some unfortunately do not.

"When you get the call, you don't really know what you are going to find at the scene."

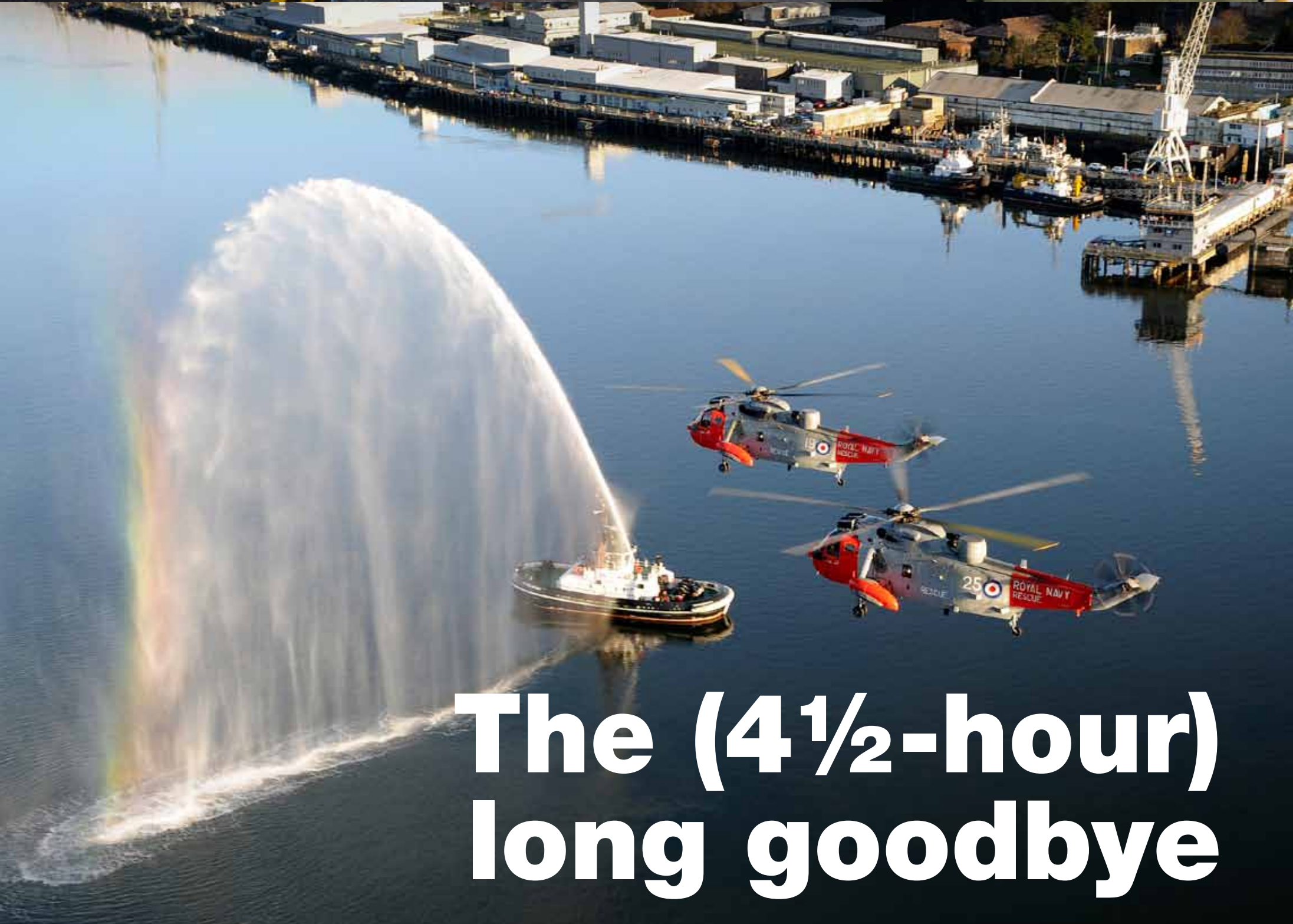
The very final call came through at 9am on January 1, like all the others from the UK rescue co-ordination centre at RAF Kinloss in Scotland.

It told the naval aviators they could stand down.

The caller signed off simply: *BZ to the Fleet Air Arm.*





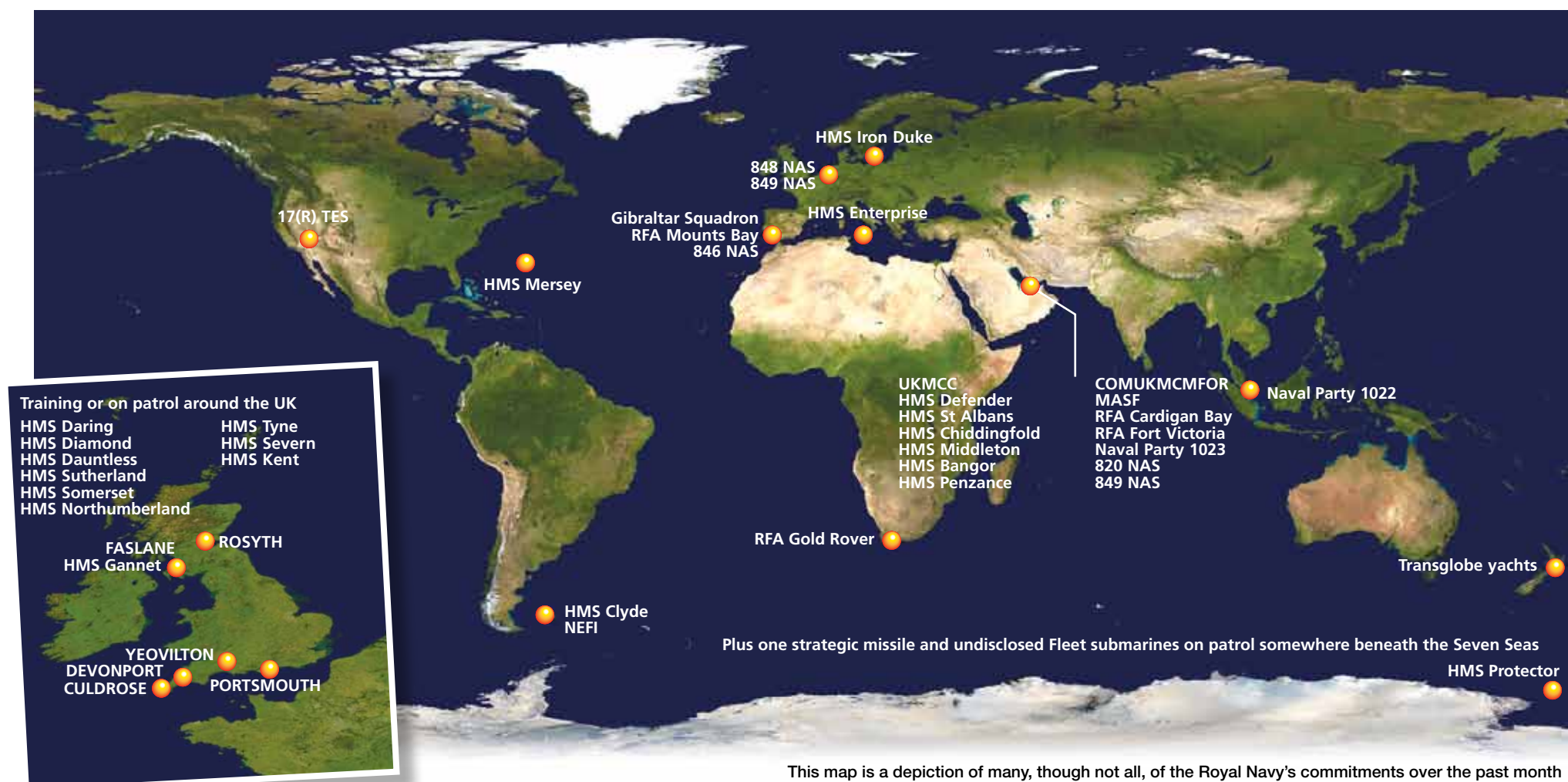


**The (4½-hour)  
long goodbye**



pictures: cpo(phot) tam mcdonald, frpu north





This map is a depiction of many, though not all, of the Royal Navy's commitments over the past month

THE *Navy News* February spotlight falls firmly on **HMS Protector** and her historic journey to the bottom of the earth (see *centre pages*). Men and women aboard the ice patrol vessel paid tribute to the explorers that went before them, particularly Captain Robert Falcon Scott and Sir Ernest Shackleton.

Also paying tribute to Shackleton are 11 Royal Naval personnel undertaking a six-week expedition (see *page 17*) for **Exercise Antarctic Endurance**, which aims to inspire a new generation of sailors and marines.

The Antarctic region offers the chance of some fantastic photography; the work of the Royal Navy **Photographic Branch** is also in focus this month (see *pages 14-15*) as Service cameramen and women reveal what a great job they have.

It's not just photographers keen to talk about their work. **Royal Marine** Ryan Joslin charted a year in his life (see *page 19*) as he travelled the globe as a Bootneck.

In much warmer climes was former submariner Surg Lt Cdr Jonathan Eames as he found himself in the Moroccan desert for **Exercise Jebel Sahara** (see *page 13*). The medic worked with troops from Gibraltar, the UK and Morocco.

Gibraltar was the destination for **846 NAS** as it took two Junglie Merlin Mk3s to the Rock (see *page 11*) for some training with 45 Cdo, Commander British Forces and the Gibraltar Boat Squadron.

Sister Commando Helicopter Force squadron **848 NAS** went in the opposite direction to Rotterdam (see *page 7*) to help the Dutch Korps Mariniers celebrate their 350th anniversary.

This month also marks the 25th anniversary of the end of the **Gulf War** (see *page 9*) and a Naval officer recalls being in one of the first vehicles to enter Iraq in 1991.

The UK bid farewell to the ship's companies of **HMS Mersey** and **Iron Duke** (see *page 8*) as they became the first Royal Navy vessels to head out on patrol in 2016. Mersey left for the warm waters of the Caribbean, following in the footsteps of her older sister HMS Severn, while Iron Duke was bound for northern Europe as part of NATO's Standing Maritime Group 1.

The Royal Navy also welcomed back the crews of **HMS Atherstone**, **Lancaster** and **Richmond**, (see *page 8*) who all returned to the UK after the January edition of *Navy News* had gone to press.

By far the most moving moment of the month took place in Scotland (see *pages 2 and 3*) as the fliers of **HMS Gannet** bade farewell to the people whom they have served so selflessly for the past 40-plus years. Simultaneously with their counterparts at **771 NAS** in Culdrose, the Prestwick-based flight was formally stood down from search-and-rescue duties on the first day of 2016.

In the submarine world, personnel aboard **HMS Triumph** are keeping an eye on a bid later this year to find the wreck of her namesake, which perished in the Aegean Sea in January 1942 (see *page 18*).

Also taking time out to remember those who have gone before, was **HMS Scott**, whose crew took the opportunity of a short stop in Malta to visit the wreck of HMS Maori, a wartime destroyer sunk not once, but twice (see *page 6*).

Also in the Mediterranean was **HMS Enterprise** (see *page 5*), where she rescued 188 migrants, including two pregnant women, who were trying to cross from Libya to Europe in the depths of winter.

Looking to the future and **HMS Prince of Wales** (see *right*) now boasts an aft island as well as the first members of her ship's company.

## Flyco flies (briefly)

LOOKING almost like a die-cast toy, the aft island of Britain's newest warship is hoisted into place by one of the world's biggest cranes.

The 750-tonne structure – weighing as much as a Hunt-class minehunter – was raised 25 metres into the air by the appropriately-named Goliath crane at Rosyth dockyard...

...and then carefully manoeuvred into place on the flight deck of HMS Prince of Wales, the second of two new flat-tops being constructed on the northern shore of the Forth.

The island's arrival was the last action at the yard in 2015...

...and installing it on the deck of the leviathan pretty much the first task of the new year.

The island is home to Flying Control (Flyco), which directs air operations on the vast flight deck below, and more than 100 other compartments, over 27 miles of cable, 1,000 pipes and stands more than seven double-decker buses tall.

It was built just three dozen miles from the carrier's assembly site, but had to undergo a 1,335-mile journey by barge from BAE's Govan yard on the Clyde, through the Irish Sea, up the Channel, past Dover and along the east coast rather than risk the shorter route via the Pentland Firth.

"This is a significant day for everyone working for the Aircraft Carrier Alliance – there's a real sense of excitement to see this

important section being assembled on the ship," said Angus Holt, in charge of delivering the ship.

"With the second island on the flight deck of HMS Prince of Wales, the scale of the engineering and construction task that the alliance is undertaking is clearly visible.

"Thanks to the dedication of thousands of workers across the country we are proud to be delivering this critical capability to the Royal Navy."

As the 750-tonne island settled on to the sprawling flight deck, it sealed into place a plaque positioned underneath it bearing the emblems of the Royal Navy, Royal Air Force and Army; despite the HMS 'prefix', the Prince and her older sister HMS Queen Elizabeth will be treated as national, rather than simply RN, assets.

As well as nearing physical completion outwardly – the final half a dozen blocks of the gigantic jigsaw will join the rest of the ship by the middle of the year – the spark of life and soul is being injected into the carrier before the end of January with the first ship's company joining.

The carrier is due to be formally named (in place of a traditional launch ceremony) next year, before undergoing fitting out and trials. She will be handed over to the RN in 2019 and be fully ready for front-line duties around the globe from 2023.

Picture: Aircraft Carrier Alliance



## Dragon be wet

THE waters are now lapping around the 500ft hull of 'the Welsh warship' for the first time in three months as HMS Dragon passed the half-way point of a major revamp.

Straight after she completed her second deployment (six months in both Atlantics and the Pacific) the destroyer went into refit in her home base of Portsmouth.

Fourteen weeks of that overhaul has demanded the 8,500-tonne ship sit on giant blocks out of the water in one of the dry docks in the yard.

It's the first time out of the water for the air defence ship since she was launched into the Clyde back in 2008. Since then she's sailed about 160,000 miles – or six-and-a-half times around the world – on training, exercising and two deployments.

All of which takes its toll, not least on the hull and machinery beneath the waterline, hence the dry docking for engineers from BAE to apply fresh coatings of paint and carry out essential maintenance.

With that done, the sluices were opened, the dock filled and work on the superstructure and Dragon's innards continued: electric propulsion, weapons systems, sensors and communications, living quarters (the ship's company are currently living ashore).

"Now Dragon is back in the water the ship's company are eagerly looking forward to moving back on board," said Cdr Joe Allfree, the ship's Senior Naval Officer in refit.

"In addition to overhauling and upgrading the various propulsion and weapon systems, we have made significant improvements to communal spaces and living quarters, which will make a real difference once we return to sea."

The destroyer is due to return to the Fleet in June, by which time her trademark gigantic dragon motif on the bow will be back in situ, ready for extensive trials and training.



## Fort Vic's fuel's gold

WERE you taking lots of liquid onboard on New Year's Eve?

Destroyer HMS Defender was – the last ship to benefit from the refuelling abilities of RFA Fort Victoria east of Suez in 2015.

The floating one-stop-shop (or is it ship?) for diesel, AVCAT, food, stores and supplies conducted a replenishment at sea roughly once every four days during the second half of last year as she served as the support vessel to several international task groups dealing with terrorism, smuggling, piracy and the pernicious threat posed by the forces of Daesh.

Fort Vic carried out 43 RASes meeting the requirements of vessels from nine Allied nations (with the RN and USN being the main benefactors).

Some 22,923 cubic metres of diesel were pumped out of the 31,000-tonne auxiliary's tanks and into those of men o'war.

Struggling to picture 22,923 cubic metres of diesel? That would fill more than nine Olympic-sized swimming pools... or the tanks of over 416,000 family cars... or enough to take one car to the moon and back more than 500 times...

Helicopters – including the Bagger Sea Kings of 849 NAS, who have been using Fort Vic as their base for reconnaissance missions in the region – have taken on board 1,740 cubic metres of aviation fuel (31,000 family cars...).

And just for good measure 600 pallets of dry stores were shifted either by line transfer or helicopter.

## Christmas rescue for Enterprise

TWO pregnant women were among 188 souls rescued by the crew of HMS Enterprise as migrants tried to cross from Libya to Europe in the depths of winter.

An EH101 helicopter – the Italian version of the Merlin flown by the Fleet Air Arm – from the flagship Garibaldi sighted a pair of overcrowded, oversized dinghies in international waters off the Libyan coast.

That prompted the team co-ordinating Operation Sophia – the European Union's response to the migrant crisis in the Med – to send survey ship Enterprise to pick up all aboard and transport them to safety.

The Devonport-based ship's sea boats collected 188 migrants, 18 of them females, from the rubber craft and provided initial care, sustenance and assistance before transferring those saved to the Médecins Sans Frontières ship MV Bourbon Argos so Enterprise could resume her life-saving patrols.

Since the survey vessel took over from HMS Bulwark back in July, she's accounted for saving the lives of more than 2,600 people.

In addition to Enterprise conducting lifesaving patrols in the central Mediterranean over the festive season, there are Royal Navy sailors, medics and Royal Marines commandos aboard a vessel chartered by Border Force, the MV Vos Grace.

She's operating in the Aegean, helping to pick up people trying to cross into Europe via the shorter route to the Greek islands.

# Ongoing resolve

**COMMANDER** Steve Higham glances over his shoulder as his ship, HMS Defender, sails side-by-side with Carrier Fixed Wing (Nuclear Propulsion) 75 – better known as USS Harry S Truman.

Both the RN's major assets east of Suez – the Type 45 destroyer and frigate HMS St Albans – took their place alongside carrier task groups in the ongoing fight against the forces of Daesh (the title now favoured for the so-called Islamic State).

While Defender was helping both to shield the Truman from aerial threats and help direct air strikes by providing an unparalleled radar picture of Gulf skies, the Saint was taking her place in the international task group (Anglo-Franco-German) led by the FS Charles de Gaulle.

The emphasis for the Portsmouth-based frigate is on anti-submarine and surface protection for the French flagship (St Albans is the first RN vessel to deploy to the region with the ultimate version of the Merlin helicopter).

The British ship spent three weeks training with the French in Toulon (just before the Paris atrocities) to hone her *interopérabilité*... then honed it again in the Gulf with a combined French/UK/US anti-submarine exercise.

Meanwhile, over on Defender... Given the near-constant effort against Daesh – codenamed Shader, Inherent Resolve and Chammal respectively by Britain, the US and France – port visits are few and far between for the destroyer, so she's been taking on board supplies at sea, either courtesy of our own floating petrol stations/warehouses (see left) or the Americans'... who do it on a



rather larger scale.

Like a six-ship RAS: Defender, the Truman, the cruiser Anzio, the destroyer Ramage and supply vessels USNS Pecos (tanker) and Medgar Evers (dry stores).

The complex manoeuvre involved both the aircraft carrier and Defender coming alongside the Pecos to refuel, whilst at the same time stores were transported to the flat-top from the Medgar Evers by helicopter.

"Passing fuel lines at sea is a dangerous job – two ships sailing less than 50 metres apart, while still travelling at 14 knots," explained Lt Barry Crosswood, Defender's navigator.

"This gets more complicated when there is a third ship on the

other side of the tanker, especially when that ship is an enormous aircraft carrier displacing 100,000 tons of water!"

He continued: "Replenishing in an operational environment really focuses the mind – particularly when the task force is in such close proximity. The vast size and number of vessels involved is a real credit to international co-operation."

His ship took on 500,000 litres of fuel (9,000 family cars worth), whilst the Truman

received enough fuel to power her entire embarked air wing of F-18 fast jets.

And at the same time, the helicopters transferred 2,500 tonnes of stores (just under one third of Defender's weight) to the deck of the US carrier.

Next up for HMS Defender is a complete change of pace: ceremonial/flag flying duties in Visakhapatnam, between Chennai and

Kolkata, for this month's Indian Navy International Fleet Review.



## Jack's back with a new 24

LOOKS like a Pacific 24. Is a Pacific 24. But it's a souped-up Pacific 24, the fourth generation of the boat which is the mainstay of board and search operations and general duties carried out by the core of the Fleet.

Over the next four years, 60 of these Mk4 boats will be provided for the RN by BAE Systems after a £13.5m order was placed with the firm and its facility in Portsmouth Naval Base.

A 19-strong team is now at work on the first of the craft, ready for use by RN ships from the fishery protection flotilla through frigates, destroyers, and capital ships up to the new Queen Elizabeth class.

The two big changes which mark the latest 24 out from its predecessor are comfy seats – specially-designed shock-absorbing seating which makes the ride far less punishing on crew (they could stay out on patrol for up to six times longer) and a 370HP twin turbo diesel-electric engine with the ability to diagnose any problems.

With the new seats considerably heavier than the old ones, the BAE design team have had to strip out weight elsewhere to ensure the RIBs can reach speeds of 38kts (44mph).



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## Bust crowns Severn's year

COCAINE worth an estimated £350m on the streets of the UK was seized in a joint operation involving HMS Severn and British and French authorities.

The patrol ship acted as 'police escort', following the movements of the MV Carib Palm up the Channel and into Boulogne, where French customs found 2.4 tonnes of the Class A drug hidden aboard – one of the biggest such seizures ever in the country.

Severn was directed to intercept the freighter – bound for Gdansk in Poland from Colombia – acting on intelligence from the National Crime Agency and the French Customs investigation service.

The 12 crew – a mix of Georgians, Turks and Ukrainians – were arrested and now face prosecution in France.

The bust was a fitting end to a busy – and unusually varied – year for the Portsmouth-based vessel, named the best 'fish ship' in the Fleet in 2015 ... despite spending most of last year doing non-fish duties.

She was singled out for recognition – she now flies the Fleet Efficiency Pennant – by top brass ahead of her sisters (Tyne and Mersey) in the Fishery Protection Squadron for going above and beyond what might be expected.

In Severn's case, she was the first of her class to be sent to the Caribbean performing duties typically carried out by frigates and destroyers: stopping drug runners and flying the flag for the UK in the region, especially in Britain's overseas territories.

She visited 20 nations and 29 ports, and took part in 16 events or exercises.

And when she came back to Britain in July, she was thrust straight back into fishery protection duties – carrying out a high-rate of boardings, and leading to the discovery of a substantial number of transgressions by fishing crews.

And then, as last year drew to a close, Severn found herself acting as the trial ship for an initiative involving the relatively-new National Maritime Information Centre, working out ways for conducting joint boarding operations with the Home Office's Border Force.

Being awarded the effectiveness pennant recognises all the hard work we have done over the last year," said ET(CIS) Lee Lovick, one of Severn's assistant boarding officers. "While we don't do the work just to get the cup, it's nice to be recognised as the best."

His – and his shipmates' – dedication also earned them the Jersey Cup, presented annually to the best fish ship; it will be handed over later this year when Severn visits the Channel Islands as part of her fishery patrols.



## Scott shows tribal class

A COUPLE of dozen feet below the surface of Marsamxett Harbour, Lt Paul Lane fixes the White Ensign to what remains of the bow of HMS Maori.

A small team of divers from survey ship HMS Scott took the opportunity of a short stop in Malta to visit the wreck of the wartime destroyer – sunk not once, but twice.

The destroyer was alongside in neighbouring Grand Harbour in February 1942 when she was caught by enemy bombers during the concerted effort by the German and Italian air forces to pummel Britain's Mediterranean outpost into submission.

They failed to knock out Malta, but they did sink the Tribal-class destroyer – she took a direct hit to her engine room, killing the duty crewman (the rest of the ship's company were ashore) and causing Maori to sink at her moorings.

The destroyer was subsequently raised as she posed a danger to other shipping; the wreck was scuttled at the war's end, with the bow section – minus the 4.7in guns – sinking into the white sand at the bottom of Marsamxett.

Today, Maori is a popular dive with tourists visiting Malta although there's not too much left to see of her – only the bridge is still largely intact.

Five of Scott's crew donned wetsuits and headed into the still-warm waters (around 18°C) to place a poppy on the remains of the destroyer and attach a White Ensign.

"It was great to be able to do something like this, something a bit out of the ordinary," said AB(Sea) Hayley Gould. "It's a little part of our history so to be able to contribute to that was great, especially on my first time diving."

Scott was in Malta for the latest rotation of one third of her 78-strong ship's company – seizing the (rare) chance in the process of dining together.

As it was a few days before Christmas 2015, it had to be turkey (with all the trimmings, naturally), served up by the officers in fine RN tradition.

And just for good measure, the two watches aboard on December 25 when Scott was doing her deep oceanographic survey work celebrated Christmas all over again.

# They think it's all Dover

HMS Kent returned to her namesake county and 'second home' (Dover) to help locals mark the 101st anniversary of the Battle of the Falklands.

With Dover Castle as the imposing backdrop, and an icy wind funnelled up the Channel, the Rev James Francis led the ship's company in a flight deck service of thanksgiving.

The frigate's forebear, a four-funnel cruiser, distinguished herself in the 1914 clash which saw the demise of German Admiral Graf von Spee and his rogue squadron which caused the Royal Navy such trouble in the Pacific and Atlantic – including killing eight of Kent's crew during the final battle.

On a lighter note, today's Kent hosted a film crew from the CBBC channel – accompanied by two children who would like to be chefs in the future.

They helped the galley team prepare for meals for VIPs – including the Lord Warden of the Cinque Ports, Admiral of the Fleet The Lord Boyce, a former First Sea Lord and Chief of Defence Staff, and a string of Kentish dignitaries plus the ship's affiliates.

Although members of the ship's company have visited the county in recent months, the warship itself had not been to Dover since 2010. So the sailors threw open the gangway for tours to various local groups and affiliates, including schoolgoers, Sea Cadets and especially 200 guests who were treated to a capability demonstration and Ceremonial Sunset.

Sailors headed ashore to visit one of the ship's favoured charities, the Demelza House children's hospice in



● Three of Kent's sailors get stuck in to the weeds and junk cluttering the grounds of Demelza House hospice

Sittingbourne, to help clear the gardens.

LET's Carr and Galpin wrestled with (and eventually felled) a tree while shipmates cleared leaves and restored the ground.

Over the 16 years of Kent's active life, the hospice has benefitted from more than £18,000 raised by a succession of ship's companies. In recognition of their hard work, the charity presented the frigate with an 'outstanding fundraising' award.

RFC Dover hosted the ship's rugby team, Kent Crusaders (sponsored by affiliate Shepherd Neame Brewery) with the sailors only losing 19-12 – an impressive result against a professional side.

Before leaving the Channel

port, there was time for a resilience demonstration which featured a theoretical scenario calling on Kent and her crew to provide disaster relief ashore – particularly pertinent given the intervention of the UK military in the Christmas flooding.

Local government and emergency services were briefed on the ship's ability to provide manpower and equipment if the need arises, as well as what Kent herself offers as a reliable and robust command and control platform.

After Christmas leave, Kent's 2016 opened with the demands of Operational Sea Training, which will be followed by visits to the Mediterranean, Netherlands and Outer Hebrides.



# 29 Cdo meet Brittany peers

SILHOUETTED against the winter sky, two troops try their hand at one of the toughest military selection courses in the world to earn the coveted green beret. The French green beret.

Commando gunners were put through their paces by their French counterparts in the austere surroundings of an 18th Century Breton fort, home to the French 9th Marine Brigade's commando initiation course.

The artillerymen from 29 Commando Royal Artillery, based in Plymouth's famous Citadel, crossed the Channel to spend a week with their French twins, 11th Marine Artillery, who decided the best way to treat their British comrades was to beast them.

The 250-year-old Fort de Penthièvre was built to guard the Quiberon peninsula, between Lorient and St Nazaire, in an age when Britain and France were almost constantly at war.



Today, its grounds have been converted into a formidable training base: the moat, where the Nazis murdered 59 members of the French Resistance more than 70 years ago, is now home to the Tarzan high-ropes assault course runs – similar to, but far more demanding than, a similar one at Lympstone, home of green beret training in the UK.

Barely had the gunners caught their

breath than they faced a combat assault test, which ended with the men forming a human pyramid.

Other challenges thrown in by the French marines included abseiling the walls of the fort and the cliffs it sits upon... then scaling them; sea kayaking; an aquatic assault course (in the middle of winter); night navigation; yomping and orienteering through Breton villages; and a night march on an (empty) railway line.

"The training is intended by the French marines to be a short, sharp shock of commando ethos and it did not disappoint," said Lt Col Jon Cresswell, 29 Cdo's CO.

"The setting and views were stunning, the Breton welcome warm – a French marine bagpiper played each evening on the battlements to ensure that we felt at home – but the sea was cold and the wind merciless."

The gunners returned to Plymouth with French commando daggers as a mark of their accomplishments in Brittany.

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# A birthday invite? It would be Ruud not to...

BANKING over the plains and waterways of the Nieuwe Maas estuary, one of two Sea Kings from 848 Naval Air Squadron follows Dutch Cougar and NH90 helicopters for a flypast over Europe's largest port.

Fliers from the Commando Helicopter Force helped their Dutch comrades celebrate the 350th birthday of their marine corps flying over the heart of Rotterdam.

The Dutch Korps Mariniers are just one year younger than Britain's world-famous Royal Marines and the two corps enjoy a long bond of co-operation going all the way back to the storming of Gibraltar at the beginning of the 18th Century. The links were formalised in the early 1970s to forge a combined amphibious assault force when needed.

To emphasise the bond of friendship

between the two like-minded elite military units, CHF dispatched two veteran Sea Kings on one of their last overseas duties (the aircraft retire at the end of next month after 47 years' service).

The helicopters hopped across southern England and the Low Countries, stopping briefly in Lydd in Kent and Ostend in Belgium before touching down at Gilze-Rijen airbase

near Breda.

From there it's just 30 miles to Rotterdam. Following a 75-minute march past on Rotterdam's main thoroughfare, Cooolingel, by around 2,000 Dutch marines, veterans and a small detachment of Royal Marines, the Anglo-Dutch flypast brought the curtain down on celebrations.

From several hundred feet above the great port city, the fliers were unable

to hear the cheers and approval of Rotterdammers, or the Netherlands' Defence Minister Jeanine Hennis-Plasschaert ask rhetorically: "Where would we be without the marine corps? They are usually the first to enter the fray, deployed anywhere in the world, under any circumstances" – words which apply equally to the UK's green berets.

Picture: PO(Phot) Si Ethell, CHF



## Blyth back even better

MINEHUNTER HMS Blyth is back home on the Clyde after an extensive refit on the other side of Scotland at Rosyth.

Blyth enjoyed seven months in the hands of Babcock engineers, who carried out 15 specific capability upgrades and modifications, including fitting three new diesel generators.

Other work included the complete renewal of her hull's outer paint and improvements made to the crew's living areas.

Since returning to sea in mid-November, CO Lt Cdr Matt Sykes and his crew have been putting the ship through her paces during sea trials.

"The refit and the sea trials have gone well," he said. "It's great to have HMS Blyth back, in ship-shape, and ready for action."

"HMS Blyth and her Faslane-based sisters are some of the most capable minehunters in the world, operated by the best-trained crews anywhere."

## Capital ship's capital trip

HMS Westminster's crew reaffirmed their ties with their namesake city with a visit to the Houses of Parliament and the Imperial War Museum, taking advantage of the frigate's refit in Portsmouth.

Fifty sailors enjoyed tours of the Palace of Westminster, in the process bumping into former First Sea Lord Admiral Lord West who made time in his busy schedule to discuss the outcomes of last year's defence review with his visitors.

The whistle-stop visit to the capital allowed just two hours to sample some of the 150,000 items from conflicts past and present at the IWM.

## Freezing Helston, Frisian Holland

YOU wait years to see Royal Navy Sea Kings over Holland...

...and then they turn up twice in a month...

Barely four weeks after the Junglies of 848 Naval Air Squadron flew down the Maas and over Rotterdam to help Dutch marines celebrate their 350th birthday, the Baggers of 849 NAS have decamped from Culdrose to Leeuwarden to join battle with the fast jets of several European nations, notably the F-16 Fighting Falcons of the Royal Netherlands Air Force.

A team of 65 personnel is taking the 'eyes in the sky' Sea Kings – which from April will be the last of the venerable aircraft on active service with the British military – over to Friesland, from where crews will direct the jets in mock battles over the North Sea.

The Baggers – the distinctive black sack on the side of the Sea King gives the helicopters their nickname – have extensive experience over Iraq and Afghanistan, where they tracked targets from enemy armour around Basra in 2003 to terrorists in the sands of Helmand.

With operations in Afghanistan over, 849 have returned to more regular duties over the oceans – a detachment is currently on patrol in Indian Ocean skies, with some of those honing their fighter control skills over the Netherlands flying out to the Middle East shortly.

For 849's CO Cdr Roger Kennedy, the exercises at Leeuwarden are more than just about training his men and women but a reminder that the Sea King is very much still "alive and kicking. The capability of my squadron in terms of airborne surveillance and control – or ASaC as it is more commonly known – is essential to Defence and we are still in as much demand as ever.

"We will all get a great deal from the exercises in Holland, especially those soon to deploy on real operations."

"The junior observers in particular are going to get some great training – some of the F-16s will be performing supersonic intercepts, so they are going to have to be quick to track them!"

"It will also be great practice for those who will eventually work with the new F-35 Joint Strike Fighters."

## Jutland tickets go on sale

THE most comprehensive exhibition ever staged into the largest naval battle fought by the Royal Navy will open to the public in Portsmouth on May 12.

Housed in the old Mary Rose museum, '36 Hours: Jutland 1916, The Battle That Won The War' will run until at least November 2018 – the 100th anniversary of the Great War's end – and feature artefacts, photographs, personal effects and accounts of the clash which saw the Royal and German Navies

fight for control of the North Sea.

The battle cost the lives of more than 8,500 sailors – two thirds of them British – and ensured that the RN was never seriously challenged again by the German Fleet in WW1.

Tickets for the exhibition will be priced between £5 and £10 (£25 for families) – or half price for those already holding tickets to the historic dockyard.

They're available online from February 1 via [www.nmrn.org.uk/36-hours](http://www.nmrn.org.uk/36-hours).



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# You say goodbye and I say hello



**THAT** would make a great line in a song by a popular beat combo...

Anyway, goodbye to the ship's companies of Mersey and Iron Duke, the first vessels under the White Ensign to head out on patrol in 2016.

And hello to the crews of Atherstone, Lancaster and Richmond, the final ships to return to Blighty before the end of the old year.

2016 was just six days old when this group of friends and families stood on Round Tower on a rare day of clear winter skies (even a

spot of sunshine) to bid farewell to **HMS Mersey**, striking out not for the fishing grounds around Blighty – her normal domain – but the warm waters of the Caribbean.

It's the second year running a River-class vessel has been dispatched west across the Atlantic, following the successful trial run by Mersey's older sister Severn this time last year.

Her crew are on standby for disaster-relief operations, carrying emergency stores, a doctor and medical team on

board – although the hurricane season doesn't begin until the final weeks of Mersey's stint in theatre.

Otherwise the focus of the ship's efforts are flying the flag on behalf of UK plc throughout the Caribbean region, especially British overseas territories, and supporting the international effort to prevent the flow of illegal narcotics into North America – and the world beyond.

First you have to get there... and winter storms meant an

unplanned two-day stay in Brest as Mersey turned around after sailing into eight to nine-metre (26-30ft) waves, deciding not to risk ship or ship's company in such storms at the beginning of a 2,600-mile crossing to the first planned port of call on the deployment: Bermuda.

Fast forward five days and **HMS Iron Duke** was gliding past Pompey's iconic sea fortification in more typically bleak January weather.

And there's not much sun where she's going. Waters of northern Europe. In the depths of winter.

The Type 23 is now assigned to NATO's Standing Maritime Group 1 – the first time in a decade an RN vessel has been attached to the force which has been around since the late 1960s in various forms (older readers may remember 'sniffle' – Standing Naval Force Atlantic).

While there's a near-permanent RN presence with one (or both) of NATO's minehunter groups patrolling European and Mediterranean waters, the demands on escorts for other duties mean it's been several years since the White Ensign flew alongside ships assigned to Standing Group 2 (dealing with piracy and counter-terrorism in the Indian Ocean), and even longer since a British frigate or destroyer was attached to Group 1.

Lined up for Iron Duke are exercises in the fjords of Norway, one of NATO's principal annual anti-submarine workouts, and participation in the centenary commemorations marking the Battle of Jutland.

Iron Duke's battleship predecessor was the British flagship at the titanic Anglo-German clash in the North Sea; the key themes of the Jutland commemorations are co-operation and reconciliation – embodied by the NATO group.

And departing Southampton Water carrying 300 Royal Marines, including Zulu Company, 45 Commando, for a spot of amphibious and aviation training and exercises around Gib and the western Mediterranean was **RFA Mounts Bay**.

Packed with landing craft, ORC raiders, Pacific 24s, combat support boats, Mexeflotes, and an 18-strong team of RN medics, Mounts Bay is meeting up with the Merlins of 846 Naval Air Squadron as the replacements for the veteran Sea Kings begin to get their sea legs.

They flew out from Yeovilton ahead of the ship to get acquainted to conditions in Gib (mid to high teens Celsius, even in January) and teach continental navigation to new pilots who've just joined the Commando Helicopter Force fresh from 705 NAS at Shawbury...

... while later in the deployment a Wildcat from 825 NAS will also be joining the ship for some Mediterranean experience.

So much for the goodbyes. What of the hellos?

Well...

**HMS Richmond** was the first of the Pompey trio to sail home for Christmas, completing a nine-month stint (less three days) in the Indian Ocean and, latterly, in the Mediterranean supporting the EU in its mission to rescue migrants (234 lives saved) and stem their flow across the sea. Just for good measure she bagged nearly £30m of drugs in two busts in the Middle Sea.

The varied successful efforts by the ship earned the crew (234 strong with Lynx flight, RM detachment and other augmentees aboard – or a good 40 souls more than the 23s were designed to accommodate) a BZ from Whitehall.

Armed Forces Minister Penny Mordaunt said Richmond had made "a significant contribution to the security of the UK. She has had an effect everywhere she has operated whether that be disrupting drug trafficking in the Indian Ocean or taking the fight to the people smugglers in the Mediterranean. The crew should be proud of what they have achieved."

On a day mostly filled with tears of joy, there was a poignant act of remembrance for one of the Richmond family on eternal patrol; sailors left a gap in the line on the upper deck during the formal entry as a mark of respect for ET(ME) Charles Warrender, who died whilst on shore leave in the Seychelles.

And amid the hustle and bustle and general chaos of a homecoming with families rushing around, excited youngsters tugging at parents, NA(AH) Ben Baker found a small oasis of calm, got down on one knee there and proposed to

his 20-year-old girlfriend Megan Vanbaaren. (She said yes.)

The men of **HMS Lancaster** were equally romantically minded when they brought the Queen's Frigate back from her nine-month tour of the Atlantic and Pacific.

When the gangway was finally ready, junior ratings filed across, each clutching a single red rose (as befits the ship's badge and the symbol of Lancashire and its county town).

The veteran frigate (she's coming up to 26 years since launch) added more than 40,000 miles to her odometer with sailors getting their passports stamped in 18 countries and 23 ports on a deployment which took them from New Orleans, through Panama, around the southern tip of the Americas, into the Falklands, across to South Africa and up that continent's west coast.

"It was a whirlwind nine months," said 20-year-old Mancunian Will George of his maiden deployment.

"There were some steep learning curves but I gained lifetime memories from eye-opening and great experiences. This deployment has taken me to four continents, countries that I never thought I would see and given me fantastic life skills – I enjoyed it every step of the way."

Aside from operations, Lancaster's 200 crew dipped into their pockets to the tune of an average of £50 each to raise more than £10,000 for good causes, including the ship's charity Unique Kidz and Co, which provides specialist services for disabled children and their families.

The very last RN vessel to return to port in time for Christmas was minehunter **HMS Atherstone** which enjoyed her first festive season in Blighty in four years.

Not since May 2012 has Atherstone been in her native Portsmouth – although her crew have; they rotate every six or seven months, with the final team who brought the Crazy A home on her 7,500-mile odyssey joining the ship over the summer.

Making it back to Blighty two days ahead of Santa's visit (and avoiding some pretty ferocious winter storms in the process) was, said CO Lt Cdr Mark Headley, "a fantastic finale to a highly-successful six months deployed upholding the UK's reputation of operating some of the finest front-line mine warfare forces in the world".

Picture: LA(Phot) Guy Pool, FRPU East



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● From left: pointless destruction at a funfair outside Kuwait City; children on an abandoned tank in Kuwait City, shortly before the wind turned, bringing thick clouds which blotted out the sky and closed the airport; a wrecked Iraqi tank, cleared in 1994



# Front-line perspective on Gulf War

THIS month marks the 25th anniversary of the ceasefire that ended the Gulf War and signalled the liberation of Kuwait from Iraqi occupation.

And a Naval officer was in one of the first vehicles to enter Iraq during the 1991 war in the northern Gulf.

Lt Cdr Nigel Huxtable (retd) – now Assistant General Secretary of the RNA – was attached to the force information cell in Riyadh, a new concept created at the behest of Gen Sir Peter de la Billiere to provide British troops in theatre with updates on what was happening.

A locally-written and printed newspaper, initially A4-sized, the *Sandy Times* eventually evolved into a news magazine printed in Riyadh and distributed to all Service units.

These are Nigel's recollections of his role during the Gulf War.

“One Army and one RAF officer edited material from the British broadsheets and collated articles about who was doing what and (roughly) where.

Its aim was to keep morale buoyant during months of



● Nigel Huxtable in 1991

preparation and training whilst quashing rumours and answering letters from Servicemen and women in theatre – all without advice or interference from ‘on high’.

Photographs were a rarity, so having brought my own R5 Leica camera kit with me I offered my support to the *Sandy Times* editor.

Thereafter I enjoyed complete freedom, not only to move about the deployed British Army and RAF bases on the ground but

to process my work in Riyadh before having it published weekly in support of articles, and then a series of centre spreads, reflecting the life and times of the ordinary Serviceman in theatre.

Because of the editor's honest and sometimes pithy responses in answering readers' letters, and having built up a reputation with the troops for honesty and lack of obvious ‘message’, I was made welcome wherever I pitched up.

As the days passed the editor and I decided that when the coalition was ready to invade Kuwait/Iraq it was only fitting for us to be there to record the event.

This led me to join Maj Gen Rupert Smith's 1 Div HQ team accompanying a Royal Signals team setting up radio nodes in advance of the troops.

And so I was in one of the first vehicles into Iraq at the head of the British Army!

There then followed 100 hours of modern fluid tank warfare, with access to the HQ in the field and even on to the front line itself.

Typical of the support I received was to be told that there was a Navy Sea King due in as it dropped off teams and did I



● Major General Rupert Smith, 1 Armoured Division, with his commanders around the ‘bird table’ taking reports and planning the next moves during the ground war

Pictures: Nigel Huxtable

need a lift? So I left the forward POW collection team I was with at the time and ended up next day returning to the front line in a Puma doing casevac work.

The Navy pilot needed little persuasion to exceed his safe fly zone to go right forward to 7 Brigade HQ area to collect blue on blue casualties in sight of Kuwait City – coalition forces had advanced so fast that safe fly

zones were not keeping up with the front line.

Immediately after the ceasefire we put together a *Sandy Times* covering our eyewitness accounts and photos from the front line.

I had the privilege of flying copies of it back into Kuwait City for Patrick Cordingley [who led UK and US ground troops] only days after the fighting stopped.

Only when I returned to

Kuwait did I fully see what had been done to the city and could watch and record the return of the desert battlefields to their previous state.

Images of this time, along with those taken in liberated Kuwait, formed the basis of exhibitions in the MOD and were used by the Central Office of Information's history of the war *The Shield and the Sabre*. ”

“Once again, many, many thanks, you have been more than helpful and I feel I can move on with confidence in the new chapter of my life.”

Chris Adams, FPS Member



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# Rocking the boat (squadron)



Pictures: POA(Phot) Si Ethell, CHF

## Junglies head to Med

A MONTH ago they were in the Baltic, where the temperature hit a measly high of 10°C.

So a trip to the Med was just what was needed for the Junglies, who jumped at the chance for some winter sunshine.

A detachment from 846 Naval Air Squadron left their home at RNAS Yeovilton to take part in a number of training exercises with the Gibraltar Boat Squadron.

The helicopters – the flying arm of the Royal Marines – homed in on HMS Scimitar off Gibraltar to complete a winching exercise off the bow.

The two helicopters were flown out by members of the Operational Conversion Flight, who needed some continental navigation training as part of their qualifications.

The aircraft were then operated by 846's D Flight while in Gibraltar.

The dozen aircrew were joined by 40 engineers for the week-long exercise on the Rock, where the sun pushed temperatures close to 20° C.

Scimitar and her sister Sabre watch over Gibraltar's shores and support ships in the Strait of Gibraltar. The two boats, along with three Pacific Rigid Inflatable Boats, support British exercises and operations in the area.

And it was Scimitar which acted as a surface vessel for 846 to winch an aircrewman on and off the bow of the Scimitar-class patrol vessel.

"Not only was it great for us to be able to assist 846 Squadron whilst they trained in Gibraltar, it was also very beneficial for Royal Navy Gibraltar Squadron to enhance our ability to operate with helicopters," said the boat squadron's CO Lt Cdr Ollie Loughran.

PO(AWW) Daz Muldowney, the Executive Officer of HMS Sabre, added:

"It was really impressive to see the Commando Merlins up close and to see the hard work and skill that goes in to winching."

Personnel from 45 Commando also trained with the squadron to allow Royal Marines to get used to the new helicopter.

A Merlin from 846 went through a series of ground drills with a troop of commandos from the Lead Commando Group aboard RFA Mounts Bay, which was in Gibraltar to support a wading exercise.

The squadron's Lt Cdr Alex Hampson said: "Deploying to the Rock has once again proven Commando Merlin's ability to travel a considerable distance from her home base of RNAS Yeovilton, work with units not commonly associated with them, as well as assisting Commander British Forces. In all, the detachment has been a huge success."

The Commando Helicopter Force squadron is nearing the end of the switch from the Sea King Mk4 to the Merlin Mk3.

Already a proven platform, the marinisation programme will see the Merlin Mk3 upgraded to become the Mk4.

RFA Mounts Bay was also at the heart of the action as the support ship delivered the new Governor of Gibraltar, Lt Gen Ed Davis, former head of the Royal Marines.

Soldiers from the Royal Gibraltar Regiment fired a 17-gun salute as he stepped foot on the Rock with his wife Lorraine.

The Governor was introduced to civilian and military dignitaries, including Commander British Forces, Cdre Ian McGhie, before heading into the Tower to meet senior British Forces personnel.

Finally he headed to Parliament for the official swearing-in ceremony before receiving the Keys of Gibraltar.





THESE are the men of the 10th and 11th Destroyer Flotillas posing for a group photograph on their flagship in Malta.

And yes, your eyes do not deceive you, they're Japanese.

Our trip back in time with the photographic archive of the Imperial War Museum as our constant companion takes us to a little known episode from the Great War: the Japanese Navy in the Med, under the Rising Sun but carrying out the instructions of the White Ensign.

Despite Britain possessing the world's grandest navy the tasks facing the Royal Navy were beyond even its impressive means.

In February 1916, it turned to Tokyo – Japan was a long-standing ally, unlike a generation later – for assistance in its struggle against the Central Powers in the Mediterranean.

Even though it was a secondary theatre, and even though the disastrous Gallipoli campaign was now over, the Allies still faced foes in the central (Austria-Hungary) and eastern Mediterranean (Ottoman Empire) threatening a key lifeline of supplies.

One in every four ships Britain lost between 1914 and 1918 was sunk in the Mediterranean, victims either of mines or U-boats (German or Austrian).

This holocaust of shipping reached its climax in the dark spring of 1917; more than 200,000 tonnes of merchantmen ended up on the bottom of the Mediterranean in April 1917 alone. So heavy was the toll that London was seriously contemplating diverting traffic around the Cape of Good Hope.

And so the arrival of Rear Admiral Kozo Sato, Flag Officer Commanding Japanese Naval Forces in the Mediterranean, his cruiser Akashi and more



than half a dozen destroyers was timely and most welcome.

Japan's contribution to the effort in the Middle Sea was tiny (three flotillas and 14 ships at its peak) compared with that of the Great Powers (the RN, for example, had more than 400 vessels of all sizes and roles committed, the French just over 300), but it was valued.

Japanese efficiency – that byword for the country's post-WW2 economic miracle – was already evident; Sato's ships

were at sea three in every four days (the RN managed three out of five, the French and Italians were in harbour more than half the time).

The Far Eastern warships were regularly called upon as escorts for troop transports. The crews of the Sakaki and Matsu were credited with saving many of the 3,000 souls

aboard when the Transylvania was torpedoed off Genoa in May 1917. The Matsu took off scores of soldiers while the

Sakaki tried (unsuccessfully) to hunt down the U-boat responsible.

A month later, she fell victim to Austrian U27 off Crete, which struck the bow where many of the crew were eating lunch in the mess. Some 68 men were killed, but the ship was saved, continued to Piraeus, was repaired and resumed patrols, while the dead were buried in Malta's Naval Cemetery, where a monument was also erected.

It was six months after

the war's end before Sato's force began the long journey back home. By then, they had impressed fellow sailors in the Royal Navy (who were unsure whether they would be up to the demands of the European war) and a sceptical Admiralty (one former First Lord, a certain Winston Churchill, commented that he "did not think that the Japanese had ever done a foolish thing").

Rather more fulsome in his praise was Malta's governor,

Boer War veteran Lord Methuen, who was sorry to see the Japanese sailors leave the island. "God grant our alliance, cemented in blood, may long endure," he told them.

■ This photograph (IWM Q 114498) is one of more than ten million held by the Imperial War Museum. They can be viewed or purchased at [www.iwmcollections.org.uk](http://www.iwmcollections.org.uk), by emailing [photos@iwm.org.uk](mailto:photos@iwm.org.uk), or by phoning 0207 416 5333.



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# Navy medics join Army for exercise in Morocco

## Deep in the desert

THE middle of the desert is the last place you would expect to find a Royal Navy submariner.

But that's exactly where Surg Lt Cdr Jonathan Eames was deployed during Exercise Jebel Sahara 15.

The 41-year-old was born and raised in Kenya so the heat and dust of the Moroccan desert didn't bother him as he joined the Royal Gibraltar Regiment for the month-long exercise, which is now in its 15th year.

A civilian doctor before he joined the Senior Service, Surg Lt Cdr Eames opted to begin his Naval career with a three-year stint with the Silent Service.

"Working on submarines was the best time of my life; I absolutely loved it," said the bearded (*obviously*) doctor.

"A lot of people don't understand how you can be cooped up, locked up under water for four months at a time but it's the people that make it.

"You form very close bonds with people; we're still close now even though I haven't seen some of them for a couple of years.

"Working on submarines was my introduction to military life and is something I still look back at with slightly rose-tinted sunglasses."

Surg Lt Cdr Eames is currently the deputy Principal Medical Officer in Gibraltar and has been working on the Rock for around 18 months.

His main role is to act as one of the primary General Practitioners for military personnel and families based in Gibraltar. A more unusual role that he also holds, and the reason for his appearance in the middle of the Moroccan desert, is that of the Regimental Medical Officer for the Royal Gibraltar Regiment.



● Surg Lt Cdr Jonathan Eames on Exercise Jebel Sahara

Exercise Jebel Sahara, which is based a few miles north of Marrakech, allows troops from Gibraltar, the UK and Morocco to share their knowledge and operational experience.

Surg Lt Cdr Eames joined two companies from the Royal Gibraltar Regiment for six weeks to prepare for the exercise, where they rehearse and hone their light infantry role skills.

It was Surg Lt Cdr Eames's first experience of working with the Army.

"For me as I'm a Navy doctor, it's been an interesting culmination of learning the language, learning the culture and just getting on with it," he said. "But it's been eye-opening and it's been a lot of fun and I am really enjoying working with the RG."

As the exercise reached its dramatic conclusion, a number of military personnel were 'injured' by a land mine and Surg Lt Cdr Eames could be seen running towards an RAF Puma helicopter with several members of his medical team as they carried an injured colleague on a stretcher.

Surg Lt Cdr Eames could be heard barking out instructions to his team, which included fellow sailor Medical Assistant Nicholas Southall.

MA Southall, 28, who is also a member of the Gibraltar-based Operational Medical Support Group, said: "Whenever the Royal Gibraltar go anywhere, or if we're needed to go anywhere or anyone in Gibraltar needs medical support, we go out.

"Our team has me as an MA, a Leading Medical Assistant and a doctor. We have deployable medical kit, which is pretty much everything we could need.

"While the RG are exercising we are undertaking our own training but the priority is providing real-time support.

"If anyone gets injured or anything happens, we are there as the first port of call to provide emergency and immediate medical assistance."

Emergencies are not all that the team is set up for; they're a walking (or rolling when in the ambulance) GP surgery too.

MA Southall, who has been in the Royal Navy for six years, previously spent several years



working in the field hospital for the Royal Marines with Commando Logistics Regiment.

"We provide primary health care as well as emergency medical cover," he said.

"The terrain here is really rocky so people often come to see us having rolled their ankle or things like that.

"There's also the usual diarrhoea and vomiting, but we treat anything really. We have a little bit of everything here with us so when we're out here we're like a jack of all trades."

And with that the medics dusted themselves off and prepared to return to Gibraltar.



● Above: A casualty is treated in the back of a Puma helicopter; Left: MA Nicholas Southall; Bottom of page: The medical team help recover an injured colleague during one of the training serials in the Moroccan desert



Pictures:  
Cpl Connor Payne

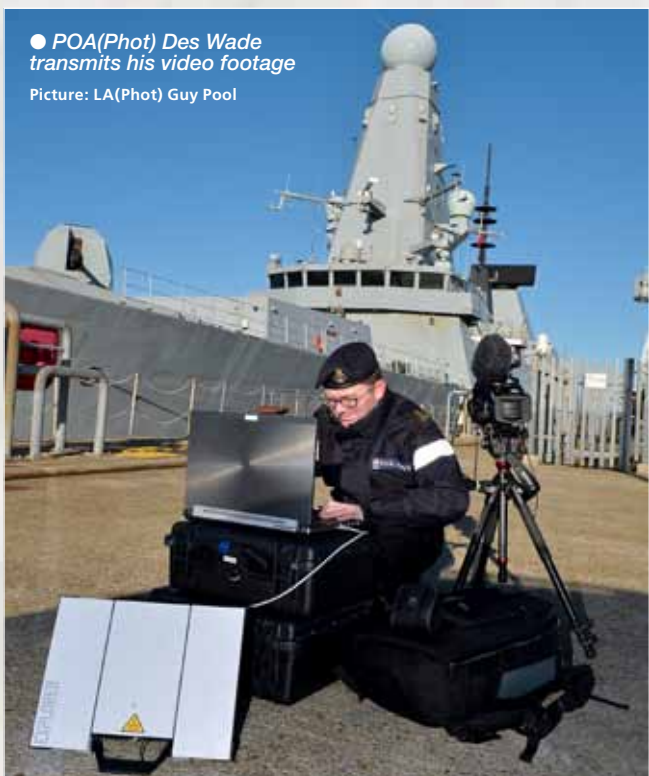




● LA(Phot) Paul Hall during a lesson at Cosford



● LA(Phot) Dan Rosenbaum at the RN Winter Sports Association's Ski Championships in Tignes, France



● POA(Phot) Des Wade transmits his video footage  
Picture: LA(Phot) Guy Pool



● LA(Phot) Ben Shread photographs a medic



● POA(Phot) Si Ethell photographs an F-35B at Edwards Air Force Base, California

# View from our

## Behind the scenes with the Royal

BREAD and butter. Fish and chips. Love and marriage. Words and pictures. Perfect pairings wouldn't you agree?

However much we wax lyrical and turn on the purple prose, we will admit most of our readers really want to see stunning imagery of the Royal Navy and Royal Marines in action – from the business end of counter-piracy and drug busts to ceremonial events, such as the annual Remembrance Service at the Cenotaph, all the way down to sports and charity events at home and abroad.

But the RN photographic branch doesn't exist to serve our needs, rather the needs of the Service. And not just to project an image of what sailors and commandos are doing.

The public face of Naval photography accounts for a fraction of the job. At sea, there's a lot of intelligence gathering (which you'll not see in print for a good 30 years). And there's engineering work to record (bit 'x' on the Merlin has sheared etc) which, again, you'll never see.

It takes 28 weeks to turn a sailor (only leading hands or ABs recommended for promotion are eligible) into a Royal Navy photographer; the Service, rightly, believes it's crucial you get some experience as a sailor before changing branches.

Will Haigh started his career in mine warfare before becoming an RN photographer.

Now attached to 40 Cdo, he admits: "Being deployed on operations and being in the field is where I thrive: anything with the Bootnecks really."

He began his career in the branch as a ship's photographer during Operation Telic in 2009 and lists his best deployments as Operation Cougar with 40 Cdo, living in the Albanian mountains and Jordanian Desert.

"Royal visits are always good," he said. "I've photographed Prince Philip and Prince Charles and covered the Edinburgh Tattoo."

Joel Rouse transferred from the Submarine Service where he served as an ET(ME) in HMS Trenchant.

"The phot branch hasn't disappointed; job satisfaction comes on a daily basis," he said.

"When you see your work in national and international media it's very rewarding and feeds my appetite to have my work seen."

"I've taken part in once-in-a-lifetime experiences, such as the Olympics but mainly we meet great people, travel, have access to some of the best photographic equipment available, and of course, get paid for our hobby."

Nicky Wilson is currently deployed on one of the most coveted of jobs – Antarctica with HMS Protector (you can see some of her images on the centre pages) and admits it ranks near the top of her favourite jobs.

Also near the top of her list is photographing RN personnel carrying out disaster-relief work in the Philippines following the devastation wrought by Typhoon Haiyan in 2013, during which she was deployed with HMS Illustrious.

Nicky, who began her RN career as an air engineer technician at RNAS Culdrose, working on Merlin helicopters for 824 and 814 Naval Air Squadrons, said: "I wanted to join the photographic branch as I liked the idea of seeing more of the Fleet and the variety the job brings."

"The chance to go flying was a major bonus as I love flying in the back of a helo; I wanted to turn what was a hobby into my career."

Des Wade, a member of one of the branch's mobile news teams, transferred from mine warfare.

He worked with the small ships HMS Cromer, Cottesmore and Dulverton and took the last photograph of Cottesmore leaving Faslane before being decommissioned.

"I wanted to become a photographer to travel the world and be able to take photographs from helicopters and ships, which is something most people don't get the chance to do," he said. "My best job was working with the Harrier squadrons. I deployed with the Royal Navy and RAF squadrons in HMS Illustrious."

Si Ethell transferred to the Photographic Branch in 2008 after 13 years with the Royal Marines.

Si, who has also worked as an instructor at the Defence School of Photography, has travelled the world, including Afghanistan, Antarctica and the USA, where he filmed the F-35B Lightning II jet destined for the Queen Elizabeth-class carriers.

"I have a great passion for using DSLRs to capture interviews," said Si, who is now with Commando Helicopter Force.

Before being sent to the Defence School of Photography at RAF Cosford, there's a week-long selection course to assess whether you have the potential for training.

If you have, then you'll be one of the seven or eight sailors or marines heading to Shropshire each year for the defence photographer course.

The first half of the course is devoted to the mechanics of photography and image composition. The second phase is dedicated to public relations, intelligence gathering and capturing 'uncontrolled events' – where the photographer cannot intervene, such as sport, a riot, or a Royal visit; you have to be in the right place for the shot – there are no second chances.

"The school and the course was a great experience, the level of instruction was top class," said newcomer Paul 'Nobby' Hall, who transferred from the Royal Marines last year (Bootnecks do get to keep their green beret).

"It was hard work and a lot to take in and the only thing they can't teach is experience."

"As much as I loved being in the marines, the photography branch is something I've wanted to join since 2010 when I did my selection course."

"There are so many opportunities as a photographer that you don't get with the other roles, which is one of the reasons I decided to transfer."

The course is delivered by a mixture of serving and ex-military photographers from all three Armed Forces; an equivalent offered in civvy street would probably run for two years, not six months.

There are a few misconceptions about Royal Navy photographers. One. That the Navy has photographers. Two. It's an easy life.

"People see you rock up, take a couple of pictures, that's it," says Dan 'Rosy' Rosenbaum, a former electronic warfare specialist. "Taking the picture is 20 per cent of the job. People don't see the work that goes on behind closed doors."

Indeed. In a sense, taking the photograph or video is the easy (or easier) bit.

And after the footage is taken, caption writing, image processing and, if you're deployed, trying to send the shot back to the UK so the media can use it.

If you pass the basic course (seven out of ten would-be snappers do), you'll probably subsequently return to Cosford for two weeks to learn the art of media ops (taking photographs to meet the demands of news

and PR) and, with the increasing requirement for video footage, a three-week 'electronic news gathering' course.

Video is an entirely different beast. For a start there's sound to consider, sometimes an interviewer to work with. You need lots of footage – which then has to be edited and transmitted.

But only one in six people passing through Cosford is actually a professional photographer.

The remainder of the 600 or so people trained there each year are ordinary sailors, soldiers and airmen who receive various instruction.

The emphasis is on intelligence gathering, although once acknowledged as HMS So-and-So's photographer, you'll probably find





# Office

## Navy's photographers

you're getting tasked for all the PR jobs. Which is what happened in Dan Rosenbaum's case.

"I did the intelligence course and thought: This is what I want to do," he says. "I had a great time in my previous job – great people, great ships, but with this I've turned my hobby into my profession. I love it – and I still cannot believe it."

Caroline Davies also transferred after doing the course.

"Photography has always been a passion but it wasn't until I did the course that I realised I could make it a career in the Royal Navy," she said.

The former OM added: "What I love the most about the branch is that we're continually learning new skills and always keeping on top of growing photography trends. With the rise of social media our job has changed dramatically over the eight years I've been in the branch."

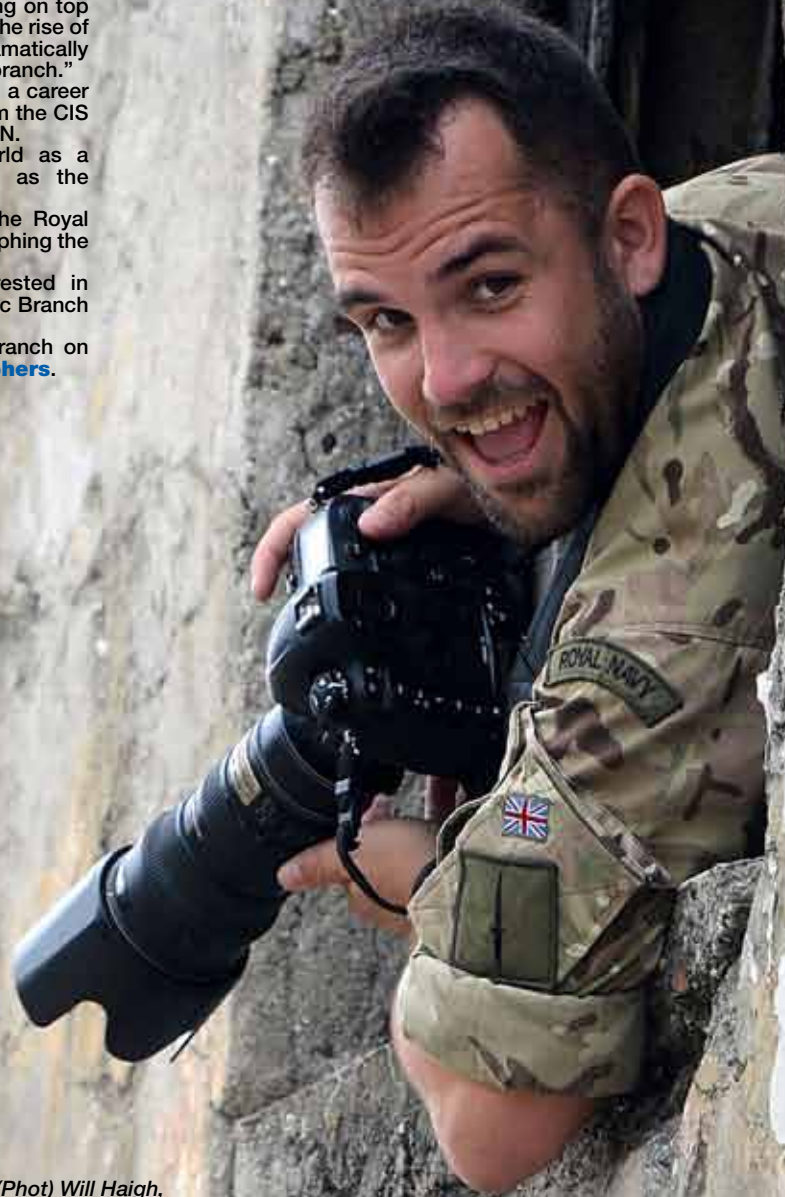
Also wanting to turn his hobby into a career was Ben Shread, who transferred from the CIS branch in 2011 after 12 years in the RN.

"I've travelled all over the world as a photographer, covering jobs such as the Olympics.

"I've photographed members of the Royal Family but my favourite was photographing the Duke of Edinburgh."

If you are a leading hand interested in making the switch to the Photographic Branch read **RNTM 026/16**.

You can follow the work of the branch on Facebook at **Royal Navy Photographers**.



● LA(Phot) Will Haigh, pictured on one of his favourite deployments to Albania



● Above, LA(Phot) Nicky Wilson films aboard a Lynx from 815 NAS



● Left: Royal Navy photographers work on ceremonial occasions such as ship commissionings, remembrance parades and Royal visits



● LA(Phot) Joel Rouse began his Naval career in the Submarine Service



● LA(Phot) Caroline Davies

## Capturing magic moments

ROYAL Navy photographers are recognised for their talent at the annual Peregrine Trophy awards.

The scheme's primary purpose is to encourage the production of eye-catching, powerful imagery that can be used in the media to demonstrate the Royal Navy and Royal Marines' operations.

The Peregrine Trophy is awarded to the photographic section or unit submitting the best portfolio of six images of Service-related subjects captured throughout the year.

The trophy, named after HMS

Peregrine, a Royal Navy Air Station where photographic training once took place, is deemed the highest award a photographer can win within the RN Photographic Branch.

This year's awards, incorporating the Calumet Peregrine Trophy, the Amateur Competition and Sea Cadets Competition, will be judged at MOD Main Building in April. Details for personnel are available in **RNTM 014/16**.

To view last year's awards visit <http://www.royalnavy.mod.uk/news-and-latest-activity/features/peregrine-trophy>



● LA(Phot) Dave Jenkins won the Mark Hipkin Award last year for his dedication to the photographic branch and the Royal Navy. His work includes this iconic photograph of a Lynx firing her flares over HMS Dragon, which won him the Media Operations Award in 2014

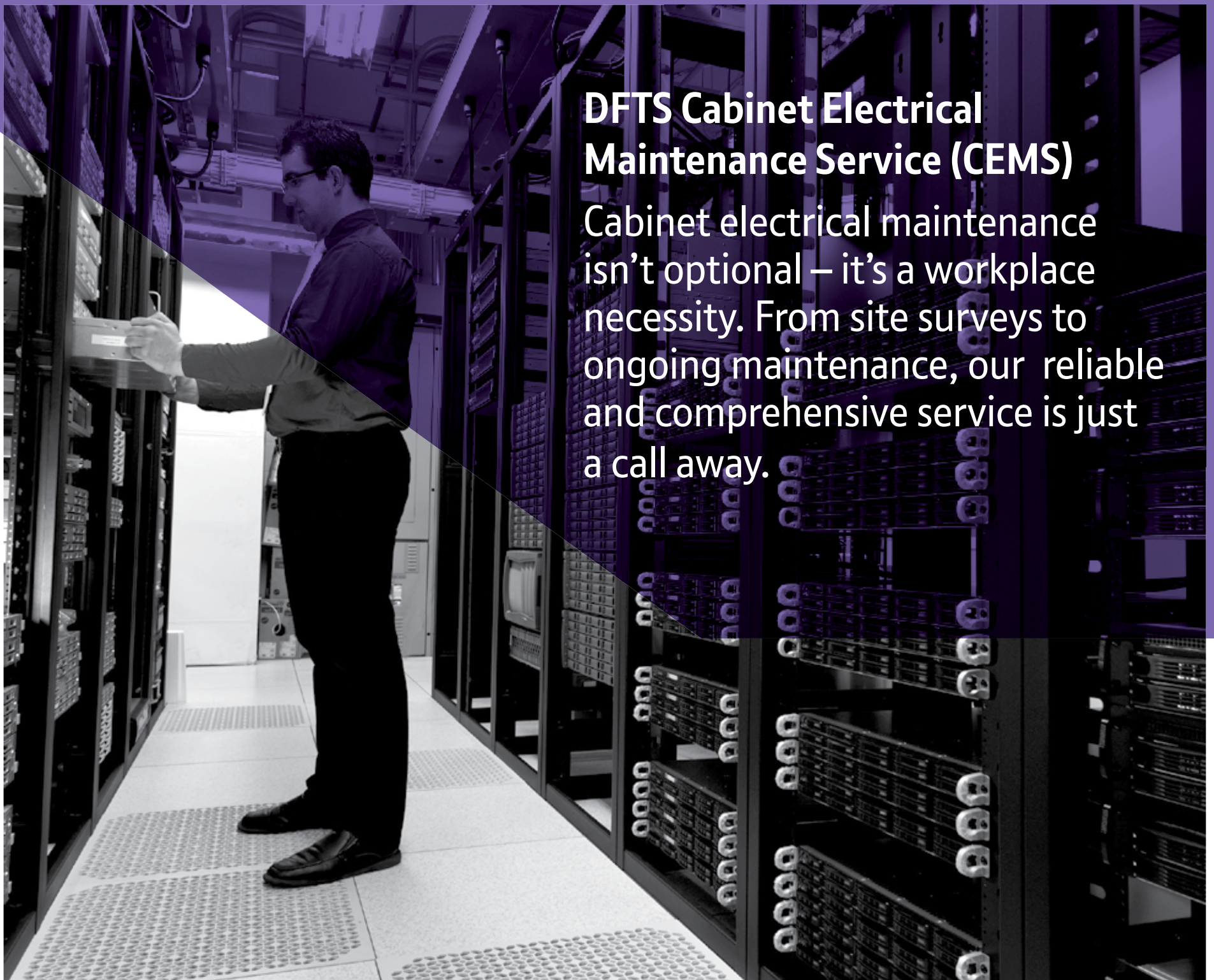


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# We can be heroes

## Navy team follow in Shackleton's footsteps

A TEAM of Naval adventurers are on the journey of a lifetime that will test their grit, determination and leadership as they follow in the footsteps of Sir Ernest Shackleton.

Eleven members of the Royal Navy and Royal Marines are undertaking a six-week expedition to the Antarctic and South Georgia – a century after Shackleton's extraordinary recovery from the Weddell Sea.

The aim of Exercise Antarctic Endurance is to inspire a new generation of sailors and marines to seek adventure but will also provide the Navy and Ministry of Defence with research into team dynamics and leadership.

Heading up the team is Royal Navy Cdr Tim Winter, 48, who said: "As the expedition leader, I'm ultimately responsible for ensuring everyone completes the expedition successfully and that we deliver some meaningful research results."

"My personal goal is to experience sailing in Antarctic waters, set foot on Antarctica and South Georgia and visit some of the battlefields on the Falklands. As with any expedition, I want to come away with some good friendships and have already made a start on this and also discovered that mountaineering is quite awe-inspiring."

The journey began at the end of January in the Falklands and will end there – having travelled through the Weddell Sea, landed on the east coast of the Antarctic Peninsula, and Elephant Island, before sending a team overland from King Haakon Bay to Stromness, in South Georgia – the same route travelled by Royal Navy Reservist Shackleton and his companions 100 years ago.

Along with research into team dynamics and leadership, data will also be collected on climate, environment and hydrography on behalf of the British Antarctic Survey, Cambridge and Plymouth Universities and the UK Hydrographic Office.

Helping lead the team is

Royal Marines Officer Maj Tony Lancashire, 42, who has climbed and sailed in the Arctic and also navigated through Canada's Northwest Passage in a 17ft boat.

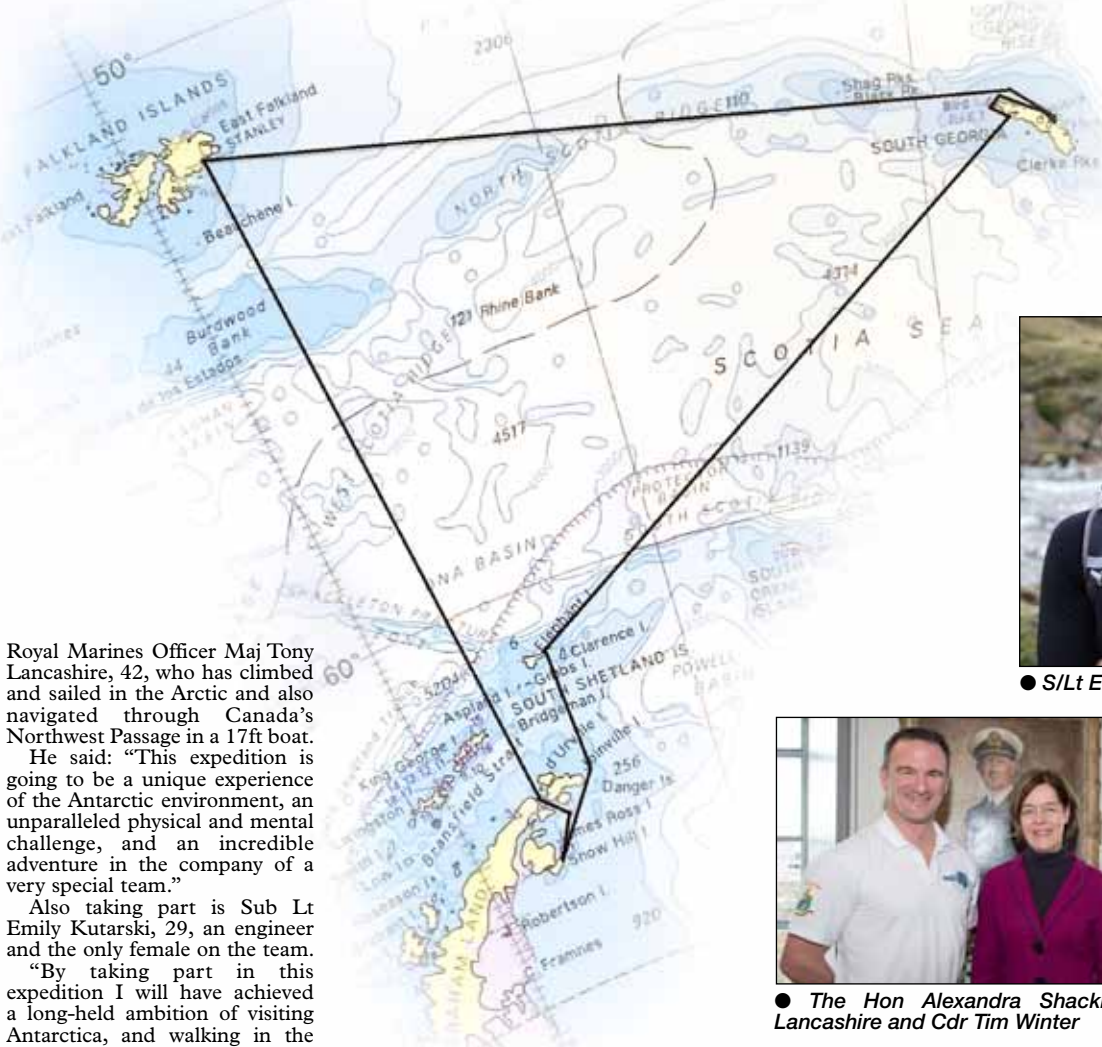
He said: "This expedition is going to be a unique experience of the Antarctic environment, an unparalleled physical and mental challenge, and an incredible adventure in the company of a very special team."

Also taking part is Sub Lt Emily Kutarski, 29, an engineer and the only female on the team.

"By taking part in this expedition I will have achieved a long-held ambition of visiting Antarctica, and walking in the footsteps of Ernest Shackleton," she said.

"During the expedition I'm looking forward to building on the new skills I've learned during the training and selection process and hope that my actions will inspire other girls to get out exploring."

The team can be followed via [www.twitter.com/antarctic16](https://www.twitter.com/antarctic16) or [www.facebook.com/antarcticendurance](https://www.facebook.com/antarcticendurance)



● Right: Antarctic Endurance members with their support team prepare to begin their challenge



● The Hon Alexandra Shackleton with Maj Tony Lancashire and Cdr Tim Winter



● S/Lt Emily Kutarski



● The Hon Alexandra Shackleton with Maj Tony Lancashire and Cdr Tim Winter



## Service celebrates diversity

THE Royal Navy is in the top ten of best employers for lesbian, gay, bi and trans staff.

Stonewall's Top 100 Employers list, which celebrates the pioneering efforts of leading organisations to create inclusive workplaces, put the Senior Service tenth.

First Sea Lord Admiral Sir George Zambellas said: "It's a ringing endorsement of our efforts, led by our diversity champions, to ensure we remain one of the most attractive employers in the UK."

"It also goes to show that if you're good enough, it doesn't matter who you are: anyone can succeed in the Royal Navy."

"Diversity is also about being the best navy in the world. The Royal Navy's strength rests on our men and women, in all their glorious diversity. Their skill, their determination, their ability to think and fight, determines our success."

The Workplace Equality Index, now in its 12th year, looks at ten areas of employment policy and practice and seeks feedback from workers. This year Stonewall received 60,506 responses, making it one of the largest national employment surveys in Britain.

More than 400 employers submitted entries for this year's list.

Stonewall's chief executive Ruth Hunt said: "The Royal Navy and all of those employers that secured a place in the list performed fantastically well this year."

"We have had more submissions than ever before and so making the list is a huge achievement."

## I am Ben, no I am Ben

WHEN St Albans told us they'd hosted a 'Two Powers' meeting we had visions of Obama and Putin thrashing out differences between East and West.

Not Lt Cdr Benjamin Power RN meeting Lt Benjamin Power RAN in the middle of the Indian Ocean.

Still, that is pretty cool. Two naval officers with identical names. Both fighter controllers. Both principal warfare officers. Both committed to driving pirates, terrorists, smugglers and other ne'er-do-wells from the Seven Seas. If they were both the same rank it would have been perfect.

Some people want the moon on a stick...

Anyway, the two namesakes met when the Saint – which arrived in theatre just before Christmas to begin a nine-month tour of duty – joined forces with fellow frigate HMAS Melbourne as part of the international Combined Task Force 150.

The unlikely coincidence of a two Powers meeting took place when the two ships took the opportunity to exchange members of each other's crews for a few hours to see how the ships differ.

The careers of the two men have, amazingly, mirrored each other; as well as serving as fighter controllers – they direct aircraft



● Aussie Ben meets namesake Brit Ben in the Indian Ocean

on to targets – they've completed exchange tours with RAF/RAAF AWACs early-warning aircraft.

"What an extraordinary coincidence that two officers of Her Majesty's Commonwealth should meet, bearing the same name and both expertly skilled in the fine art of air warfare and fighter controlling!" said Aussie Ben.

His British namesake added: "It was a great opportunity



to meet my namesake from the other side of the world, exchange gifts and discuss the similarities between our two navies."

Once the brief stop was over both ships resumed their patrols conducting reassurance and deterrence operations across 3.2 million square miles of sea embracing the Indian Ocean, Gulfs of Aden and Oman and the Red Sea.

## Tribute to Truculent

TODAY'S young submariners paid tribute to their forebears on the 66th anniversary of the Silent Service's second worst post-war tragedy.

A group of seven deeps from HMS Collingwood, led by their arm's Command Warrant Officer WO1 Stefano Mannucci, joined local dignitaries and veterans at Chatham's St George's Centre for a service of remembrance to the ill-fated crew of HMS Truculent.

The boat served with distinction through WW2 in both the European and Pacific waters.

In January 1950, she was undergoing sea trials after a refit when she collided with the Swedish tanker SS Divina in the Thames Estuary and sank.

Her typical complement of around 60 had increased to more than 70 because she was carrying engineers and shipwrights from Chatham Dockyard.

Most escaped the sunken boat, but fell victim to the icy waters and tide before rescuers could arrive on scene. Only eight crew and three dockyard workers survived.

Compounding the tragedy, five RAF personnel were killed when their Coastal Command Lancaster bomber, taking part in the search operation, crashed.

Medway Towns Submariners Association remember those



● Submariners at the service for the crew of Truculent, right

lost each January, this year inviting Kent's Deputy Lord Lieutenant, John Meadon, Air Cdre Bill Croyden, and serving submariners to join them in laying wreaths at the Truculent Memorial Plaque.

"When we pause during a service of remembrance like this, we're reminded of the historic – and ongoing – sacrifices made by Royal Navy submariners on patrol every day to preserve international peace and our way of life," said WO Mannucci.





# Quest to find WW2 Triumph

SHE served with distinction during the early years of WW2 and has been on 'eternal patrol' ever since.

Later this year a new search will begin for the submarine HMS Triumph, which disappeared off Greece, 74 years ago with the loss of all her 57-strong crew.

The search is being closely followed by the crew of today's Triumph.

"The connection between the modern-day HMS Triumph and her ancestor could not be more poignant," said Lt Tom Kemp, Triumph's Torpedo Officer.

"The only two submarines out of ten vessels of that name, they have both seen active service on operations and even share a common birthplace; the present Triumph was also built in Barrow-in-Furness, having been ordered in 1986 and commissioned in 1991."

The WW2 Triumph disappeared while on operations in the Aegean Sea in January 1942. Some reports claim she was landing commandos on the Greek coast. She is believed to

have hit a mine, one of hundreds in the area.

She had seen, first hand, the damage that a mine could do in 1939 off the coast of Norway. A mine detonated in close proximity to her bow, essentially blowing the front of the boat off and temporarily crippling her.

Due in no small part to the efforts and courage of her crew, she was able to limp home to safety across the North Sea and fight another day. She carried a permanent reminder of the encounter, however, as two of her ten forward-facing torpedo tubes were removed as a result of the damage sustained in the blast.

More than a dozen Allied submarines were lost in the Aegean and Mediterranean over the course of the war and the wrecks of many of them have since been located, either by commercial groups mapping the seabed using sonar or by divers and local enthusiasts in shallower waters.

The HMS Triumph 1942 Association aim is to locate the wreck, preserve her resting place for posterity and ensure that she

and her crew are honoured and remembered.

The association plans to search for the boat using a sidescan sonar towed by a trawler called Nancy and are hoping to start the search this summer.

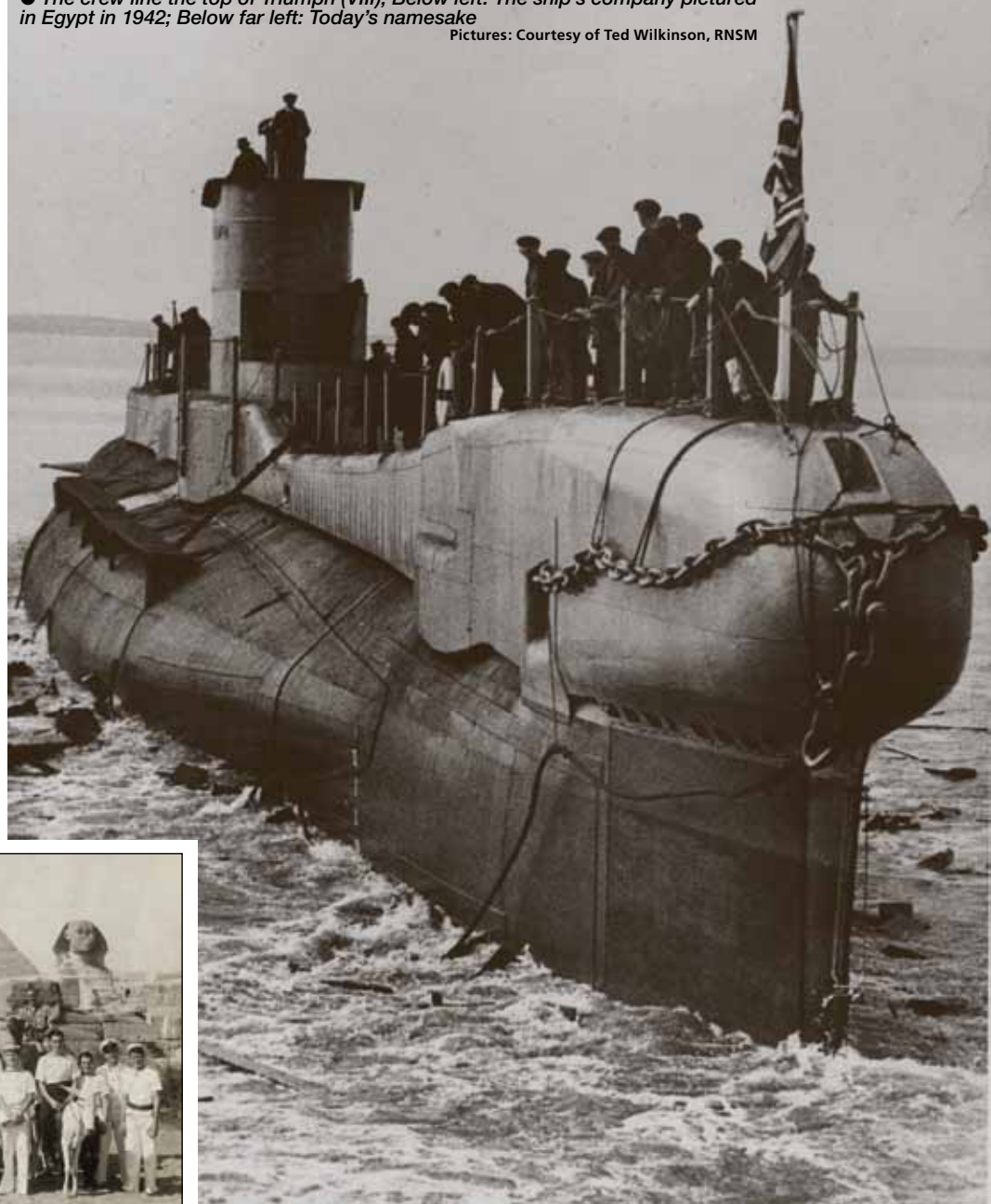
The Triton-class boat was the eighth vessel to bear the Triumph name but the first submarine.

Launched in Barrow in 1938, she displaced 1,575 tonnes when diving and was armed with a 4in gun and ten torpedo tubes.

Anyone with a connection to Triumph is asked to help the association compile a thorough list of her crew, as well as keep people up to date with the search. Visit [www.HMSTriumph1942.com](http://www.HMSTriumph1942.com) for details.

The current Trafalgar-class nuclear-powered hunter-killer submarine is the deadliest of the Triumphs, armed with Spearfish torpedos and Tomahawk Land Attack Missiles.

● The crew line the top of Triumph (VIII); Below left: The ship's company pictured in Egypt in 1942; Below far left: Today's namesake  
Pictures: Courtesy of Ted Wilkinson, RNSM



## Look to the future

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# Join the Navy, see the world...

WELL, Africa. The Americas. The Indian sub-continent. The Alps. The, er, Solent. That's a good chunk of the globe.

Over 2014 and 2015, Mne Ryan Joslin – a specialist landing craftsman currently serving at RM Instow in north Devon – deployed with destroyer HMS Dragon as part of her RM detachment, helped train the African military, represented the RN on the surfboard, scaled a volcano and visited one of the Royal Marines' most hallowed sites in the Falklands.

But don't take our word for it, take Ryan's as he takes you through a year in the (atypical) life of a Royal Marines Commando...

"We passed through the Panama Canal and arrived in Panama City – with its skyscrapers and fancy shops it really is comparable to a scaled Dubai, but a good run ashore nonetheless.

By the end of November 2014, we found ourselves in Valparaiso, Chile for the most important visit during the deployment.

For us it meant visiting a Chilean Marine base up in the mountains, away from our brothers in blue. This visit proved to be very valuable and has identified future opportunities for conducting joint exercises and Chile offers some fantastic training opportunities.

A few weeks later, we arrived in the Falklands where we could finally get off the ship for a sustained period of time to carry out some 'green' training and visit the world-famous Globe pub in Stanley.

We quickly realised that the word 'summer' has a different definition for the islanders than it does for us in the UK. This was more apparent than ever the day we went up Two Sisters, one of the peaks surrounding Stanley which was taken by 45 Commando with little cover, in freezing weather with the loss of only two men.

The conditions on the day of the climb resembled Dartmoor on steroids with near-gale-force winds and almost-freezing rain. This didn't dampen our spirits however as we were joined on our walk by some bootneck veterans from '82, who'd flown into the Falklands a couple of days before.

It was truly inspiring for me – and the other lads – to hear their stories, all recounted while walking with them on the route they took 34 years earlier (admittedly this time not in the dark, under fire and in the middle of winter!). When we finally reached the peak, the veterans laid a green beret in memory of their fallen friends. This was followed by a moving two-minute silence shared by bootnecks from different generations, thousands of miles from home on an island remembered by all who wear the Globe and Laurel above their left eye.

Following nine days at sea, we found ourselves off Tristan da Cunha, the most remote settlement in the world. Dragon was unable to come alongside but, fortunately for us, the Lynx was able to take the detachment ashore so that we could tackle the 2,000-metre-plus volcano, mingle with the locals and, of course, buy the duty fridge magnet.

We agreed with islanders that the best route was the direct route, ie straight up. This involved a calf-burning two hours on a

'path' just wide enough for you to place your foot, whilst pondering the consequences that one missed step would bring. Luckily parts of the route had some guide ropes to help you pull yourself up. This reassured us, until we reached the top of the first bit of rope only secured to wizened shrubbery; and one which a proper climber wouldn't even use to tie his laces with.

It was worth it when we reached the crater, where we were greeted with the most incredible views across the island and out over the Atlantic. I can only describe the return journey as dangerous at best; especially when trying to keep up with our guide Justin, half man, half mountain goat.

Back at the village, we repaid the islanders for their hospitality by building some benches, followed by a friendly game of football which we won 2-0.

Next on the visit list was Cape Town to link up with the relatively-new South African Marine Corps, host an open day for visitors, and enjoy some mid-deployment rest. I embraced this downtime by completing the world's highest bungee jump, surfed the fabled breaks of Jeffrey's Bay (a bucket list location for any surfer), watched Super 12 rugby matches; scuba dived with sharks and had some top nights out with the lads.

The fun in the sun and surf soon came to an end and before we knew it, we were back onboard and geared up for the final stages of the deployment. After a quick refuel in Namibia, we joined Exercise Obangame Express, which allowed us to conduct boarding training with West African countries: Equatorial Guinea, Gabon, Cameroon and Nigeria.

After the exercise we headed north to Dakar in Senegal. It was here that the workload increased as I, Sgt Donnelly and our cultural liaison advisor left the comforts and air conditioning of the ship to provide Short Term Training Team (or STTT) training with the Senegalese *Fusiliers Marins*.

The task for this first STTT was to inform and instruct senior non-commissioned officers and young officers in how we conduct various aspects of our job – basic section-level drills, practical boat handling and riverine operations. The Senegalese soldiers were extremely enthusiastic and very quick to adapt to the drills we taught them, using them on current operations patrolling rivers in the South of the country. I really enjoyed my time with the Senegalese, working in a completely different and challenging environment without equipment, such as lifejackets, that we in the UK take for granted!

Next we took a short flight over the border to Nouakchott, the capital of Mauritania. Our task here was very similar to our work in Dakar, but it turned out to be much more demanding with the language barriers that such a diverse country brings.

We trained the Mauritanian Gendarmerie and *Fusilier Marins*, but the audience consisted of more high-ranking officers than we were used to. We were the first British STTT to operate in Mauritania and this interaction has opened the door for larger exercises between our forces.

Working away from fully-developed nations, in countries less wealthy than ours, was genuinely humbling, especially when you witnessed the friendliness of the

people that live and work there.

At the end of the STTT, the three of us were once again reunited with Dragon, she had been conducting more defence engagement, including a football match between members of the ship's company and the Mauritanian *Fusilier Marins* (which resulted in quite a humiliating defeat for the visitors).

After four days in Casablanca, it was finally time to leave Africa and, although I'd been to North and East Africa on previous deployments, this trip really opened my eyes to what an amazing and diverse continent it is. It also showed me the importance of defence engagement – what we do to help them can have a direct impact on their security and help them to develop as a nation. With that in mind, I would strongly encourage any of my colleagues to seize the opportunity to work there and to embrace all the experiences it gives you.

The final stop was Lisbon. It was here that the detachment and boarding team had a fitting 'Royal' night out. Within days we would part company and after seven months of working and living closely together, were like a family (albeit a rather dysfunctional one). Each and every Royal Marine aboard Dragon were the personification of the commando spirit – it's because of this that for me, APT South was such a great trip.

After just a few weeks back home, the travel bug had returned and an opportunity presented itself to travel with the Navy surf team on their annual sports tour... to the Maldives. Opportunities like this don't come up every day. I leapt at the chance – and was once again packing my bags.

I was rewarded with temperatures of 30°C, beautiful tropical islands and, most importantly, pumping surf. The 12 of us – a combination of Navy and RM – boarded a charter boat to experience some of the most perfect waves in the world.

To many people this may seem like a jolly – and in many ways it was – but we were there to train and improve at our sport to ensure the Navy retained the title it won in this year's Inter-Service championships. So train we did, with a high calibre of surfing demonstrated by everyone who joined me on the jailbreaks, lohis, ninjas.

We spent 12 days travelling the northern atolls and we must have surfed at least 30 times, so it's fair to say that the objective for the trip was met. All of us left the Maldives with a big grin on our faces.

On my return to Instow you might think that I would spend some 'quiet' time back in the UK. However, there's always time for AT... so after just a week at home, I was off to the stunningly-picturesque Naval Outdoor Centre Germany in the quiet alpine town of Bad Oberdorf (pictured below).

It's a phenomenal place for all lovers of the outdoors; I decided upon a week-long foundation course in white water kayaking. Cruising the rivers and navigating the rapids of the Alps was fantastic and it was during this that I realised what a busy, yet brilliant, year the last one has been."



Chile



Cape Town



Tristan



Senegal



Maldives



Pompey





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● Gallipoli wounded on a lighter awaiting transport to a hospital ship

## Light shed on life in WW1 medic ships

PEOPLE keen to find out how Great War soldiers and sailors were treated for wounds and illness can now do so with the tap of a keyboard.

Experts at the National Archives in Kew – the repository for the country's official records of government business – have digitised thousands of pages of World War 1 documents as part of the centenary commemorations of the 1914-18 conflict.

The team have scanned documents, diaries and logs from 247 military and field hospitals, as well as veterinary hospitals (horses were a mainstay of front-line operations wherever British forces saw action).

The diaries cover the cross section of life (and death) behind the front lines in the Great War, everything from complaints about food from the galley and Christmas on a hospital ship to the loss of HMHS Anglia – sunk by a German mine off Folkestone in 1915, taking 134 souls down with her – and men suffering from shell-shock running amok.

The diaries reveal different methods of treating injured and disabled soldiers – and some particularly stark treatment of 'mental cases' especially.

A wire cage was installed aboard the ship HMHS Kalyan, which carried wounded between Britain and the Mediterranean, to separate 'mental cases' from other patients... although it was not enough to stop at least one disturbed NCO jumping overboard.

Some men found travelling aboard the Kalyan a bit of an adventure as "few had seen a boat outside a public park" before, while a chaplain being treated on HMHS Syria never stopped complaining about the food served aboard and the bread "being very doughy".

Surgeons aboard HMHS Ellora had to administer water and brandy "per rectum" to treat malaria cases; in 15 voyages in 1918, HMHS Erinpura carried 6,126 sick personnel and safely ferried 4,067 troops.

Aboard HMHS Syria they organised a concert to keep morale up "at which convalescent invalids took the leading part".

"The diaries provide rare 'behind the scenes' accounts of the startling amount of logistics needed to run the war," said National Archives military records specialist William Spencer.

"That is why making these diaries available online is an important project, not just for researchers but for public understanding in bringing to light the full scale of the war."

To browse through the records, see: [http://discovery.nationalarchives.gov.uk/results/r?\\_col=200&\\_cr1=WO+95&\\_hb=tna&\\_q=hospital+ship](http://discovery.nationalarchives.gov.uk/results/r?_col=200&_cr1=WO+95&_hb=tna&_q=hospital+ship).

# Safety net for leavers

A NEW 'safety net' for Service leavers has been created by the Royal Naval Association in partnership with the RN and leading Navy charities and organisations.

Based on the existing 'Shipmates' programme – described as "an arm around the shoulder" for those rejoining Civvie Street – the expanded initiative has been named 'Shipmates and Oppos' and was due to be launched at Navy Command HQ in Portsmouth as *Navy News* went to press.

Research has shown that most people leaving the Service successfully meet the challenge of adapting to civilian life, aided by the Career Transition Partnership and other such groups.

However, a small number struggle to bridge the gap, and often have a poor idea of how to find support after leaving the Naval Service.

Shipmates and Oppos is aimed at those who struggle, and offers a tailored five-year programme from the point at which they leave – although anyone who needs such help is invited to contact the Association.

Acting as a signposting service, and managed entirely by former RN or RM personnel, the programme is designed to offer a "sympathetic, low-hassle point of contact fluent in Jackspeak."

The team will help you to find

employment support, financial advice, applications for charitable help, cope with traumatic stress, access statutory help and child education.

RNA General Secretary Capt Paul Quinn said the Service leaver would be invited to register at the Release Office, and would be contacted annually for five years to check they are coping.

They can opt out of the free service at any point – and equally those who have left in the past five years can opt in if they feel the need.

Briefings are to be held shortly at establishments around the UK to explain the scheme to UPOs and Divisional Officers, and the main point of contact is Shipmates and Oppos administrator Mrs Chrissie Hughes ([chrissie@royalnavalassoc.com](mailto:chrissie@royalnavalassoc.com), tel 023 9272 0782).

The programme is open to anyone who has served in the Royal Navy, Royal Marines, RFA, the Maritime Reserves or QARNNS, officers, ratings and other ranks, and it does not matter if you served for decades or just a single day.

"We are not attempting to replicate the good work done by the Career Transition Partnership," said Capt Quinn.

"This is a safety net for those who go outside and have an issue that they are not sure how to resolve.

"It is a really good example of cross-sector working between a number of partners."

Capt Quinn said the service was precisely targeted on the basis of life stage, rather than rank or trade.

That approach recognises that a younger leaver faces different challenges (such as the need for a second career, children's education) than an older leaver (who may need more help with pensions).

## School honours Jutland victims

ALTHOUGH the first day of the Somme is the nightmare image that encapsulates the horror of World War 1 for the British, losses on a tragic scale were also suffered away from the trenches.

The clash of the castles of steel at Jutland resulted in more than 6,000 Allied deaths – and one school believes it may have lost more former pupils in one brief action than any other in the country in any theatre of war.

The Royal Hospital School (RHS), now in rural Suffolk, was in 1916 still part of the Greenwich Hospital complex in London – the Hospital, as a Crown naval charity, still owns the school today.

Known as the Cradle of the Navy, RHS has a proud record of producing sailors for the Naval Service and Merchant Navy.

But with the centenary of Jutland approaching, teachers and pupils at the school set themselves the task of identifying former pupils who died at Jutland on May 31 and June 1 1916.

Their names can then be placed on a new memorial.

Shipmates and Oppos offers the collective wisdom and knowledge of the partners – the scheme is an official RN programme, and will be delivered by the RNA, Greenwich Hospital (which is providing the funding), the White Ensign Association, the Royal Marines Association and the Association of Royal Navy Officers.

A year's free membership of the relevant organisations is also included.

■ [shipmatesandoppos.org.uk](http://shipmatesandoppos.org.uk)

It is estimated that during the Great War some one to two per cent of ship's companies were former RHS boys, and there are over 100 confirmed fatalities from Jutland alone.

The school's heritage centre displays a number of items from Jutland, including the Battle Ensigns of HM ships Superb and Bellerophon, and a gun tampion from Admiral Jellicoe's flagship at Jutland, HMS Iron Duke.

In commemoration of the centenary of Jutland, the Admiral's grandson Nick Jellicoe will be unveiling a commemorative stone and hosting a dinner at the school on July 1 and will be Principal Guest at the 2016 Speech Day.

The school has enjoyed a long association with the Jellicoe family; Admiral Jellicoe was Principal Guest at Speech Day in 1929 and his wife opened the School's Jellicoe Library (now the Jellicoe Room) in 1949.

For more information about tickets contact [lpembroke@royalhospitalschool.org](mailto:lpembroke@royalhospitalschool.org) or call 01473 326110.



## Fair deal for a Fairmile B

A WARTIME boat which served as the springboard for commando raids in occupied Europe and saved downed aircrew is to become a museum piece in Portsmouth.

Rescue Motor Launch 497 will join the collection of historic craft large and small maintained by the National Museum of the Royal Navy – thanks largely to a £90,000 lottery hand-out.

The 112ft wooden boat is one of the dwindling band of survivors of a class of around 650 launches built by, or under licence from, the Fairmile company between 1940 and 1945 to meet the tremendous demands placed on the Fleet by its second global conflict in a generation.

Crewed by 16 men and with a top speed of around 20kts, they were called upon to perform a myriad roles – submarine hunting, anti-aircraft protection, torpedo boats, gunboats and rescue duties.

In RML 497's case, she served in the Channel carrying out search and rescue missions from Portland, acted as a target tug in the Orkneys and took part in a commando raid on the Channel Islands in the aftermath of D-Day.

Sold off post-war, the boat spent the vast majority of her life – under the new name Western Lady III and, in 2013, The Fairmile (pictured above) – carrying passengers around Torbay, Brixham and Dartmouth.

She was snapped up at the end of last year for just over £100,000; the National Museum and the Coastal Forces Heritage Trust both threw £5k into the pot with the grant from the Heritage Lottery Fund making up the shortfall.

"RML 497 is an amazing survivor, full of original features and still fully operational, which is incredible for a wooden warship built for 'hostilities only' service during World War 2," said Nick Hewitt, head of heritage development at the museum.

"When she comes to Portsmouth she'll be entering a whole new phase of her long life, and I'm sure our visitors will be just as excited as we are to step aboard her and see Portsmouth's amazing naval heritage from the deck of a real warship."

■ Confiscated wood will help to restore the decking of another of the museum's maritime treasures.

Jutland veteran HMS Caroline is in the midst of a £15m revamp to turn her into a floating museum/visitor attraction in time for the 100th anniversary of the biggest naval battle ever fought in European waters at the end of May.

Border Force seized an illegal shipment of Spanish cedar – thought to have come from South America originally – and donated 19 tonnes of the timber to the restoration project, saving the team around £100,000.

The cruiser, which can be found in Belfast's Titanic Quarter, will be formally rededicated on May 31, and opened to the public the following day.

## Club offers haven in London

THE Victory Services Club in London has refurbished its dining facilities – and is encouraging past and present Naval Service personnel to make use of the membership available to them.

The all-ranks tri-Service members' club, just off Marble Arch, is a registered charity that not only provides accommodation and food in the heart of the capital, but also hosts and funds respite and welfare breaks for individuals recommended by their UPO, Hasler Comany, Unit Personnel Officer or by a RN or RM charity.

These two elements are enshrined in the VSC charter, which dates back to the club's establishment in 1907 to look after men demobilised from the Army after the second Boer War.

The club offers membership to all ranks, including Reservists and Regulars and families, and to personnel from NATO and Commonwealth countries.

The club is in the process of a rolling improvement programme, which also includes the 202 bedrooms.

The restaurant reconstruction programme finished with the opening of the new Club Dining Room and Grill towards the end of last year, offering options from a coffee bar area, through the casual atmosphere of the Grill to the more formal Dining Room.

Serving members of the Forces and Reservists pay no annual fee, allowing them to use the club's lounges and restaurants and book accommodation, and there are discounts available on event room hire for events.

The Club also offers an notable R&R scheme.

For full details of membership, fees and benefits of joining the club see [www.vsc.co.uk](http://www.vsc.co.uk)

## Mountbatten Festival of Music

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LATITUDE 77 degrees 56 minutes south.

That's where Ice patrol ship HMS Protector found herself as she ventured further south than any Royal Navy expedition in nearly 175 years.

Not since the great 19th Century explorer James Clark Ross – for whom the sea and adjacent massive ice shelf is named – has a Royal Navy ship been so close to the bottom of the earth.

That's about 5,500 miles from the Equator, 2,200 miles from New Zealand, 838 miles from the South Pole and more than 10,500 miles from Protector's home base of Plymouth.

During the Austral Summer, the Ross Sea loses its ice and it is possible for ships to push further south than anywhere else on the continent, although no official British ship had gone this far south since 1936.

It is from this region that the great Antarctic explorers mounted their expeditions to reach the South Pole.

Legendary Norwegian explorer, Roald

Amundsen started the journey that led him to being the first person to reach the South Pole from the Ross Ice Shelf.

Similarly, British explorers, Captain Robert Falcon Scott and Ernest Shackleton commenced their epic journeys from the Ross Sea, including Scott's fateful final expedition in 1911/12.

It was in honour of Scott, Shackleton and the men they led that Protector's crew visited the huts that they used as their base stations.

At Scott's hut at Cape Evans, the ship's company had permission to visit the Terra Nova hut, which is maintained by the New Zealand Antarctic Heritage Trust. New Zealand Defence Force liaison officer Lt Cdr Ross Hickey acted as a guide for the visit.

Free to explore the site, personnel moved carefully between piles of stores, packing crates and chains once used to retain sled dogs.

On entering Scott's wooden shack via a small porch, fur boots and wooden skis can be found, untouched by age.

The wooden bunks are topped with

sleeping bags made of reindeer fur and clothes hang like they are still drying in the warmth of the stove.

Well-thumbed newspapers and books sit on shelves whilst lab equipment and photographic processing materials cover tables in corners.

Scott's bunk and personal space sit in a corner at the far end of the hut complete with desk, chair and papers.

Scott's expedition was plagued by bad weather on the return from the pole, and the final members of his party died around 150 miles from base camp.

The bodies of Scott and two comrades were discovered in their tent the following summer before the expedition party left their base at Cape Evans.

The hut – 50ft long and 25ft wide – was home to two dozen men who were cooped up in it day and night during the Antarctic winter.

After being abandoned for good in 1917, the building has been left alone for the past century apart from attempts to clear snow and ice.

Protector's Chaplain the Rev Andrew Allcock held a remembrance service in memory of those who perished during their return journey from the pole.

The ship's company recited the names of those who died... Henry Bowers, Edgar Evans, Lawrence Oates, Edward Wilson and Robert Scott.

Excerpts from Scott's diary were read and a wreath laid by Protector's Executive Officer Cdr Trefor Fox.

"It was a very poignant service outside of Captain Scott's hut, especially for Protector's ship's company, the embodiment of Scott's and Shackleton's legacies," said Lt Kate Retallick.

"It is humbling to think of what they went through in the name of discovery."

After the visit, Protector repositioned herself 15 miles to the north to allow the crew to pay their respects to Ernest Shackleton and his team.

Shackleton's hut reflected many of the differences between the men and their expeditions, notably Shackleton's was



privately funded the hut was more egalitarian separation from his men also looked to the East Antarctic saw Protector the Convention of Antarctic Marine (CCAMLR), responsible Antarctic eco-system.

The journey came a signatory to the Antarctic to uphold the key to protecting the environment the area for scientific

Protector acted on behalf Commission and inspect fishing vessels to ensure to the strict licensing engaging other vessels

The ship also paid Antarctic base, Mar

Pictures: LA(Phot) Nicky Wilson, HMS Protector



# Journey to the bottom







led and as a result more compact and an; there was no of the team leader hen. The building is d after by the New arctic Heritage Trust. ric five-week mission antarctic and Ross Sea support the work of for the Conservation ne Living Resources ble for the unique

as the UK, a founding arctic Treaty, sought enets of the treaty – nment and preserving research. ehalf of the CCAMLR oected a number of ure that they adhered y regulations as well ls over the radio. a visit to the Italian io Zucchelli, on the

shores of Terra Nova Bay.

WO Jimmy Stuart, Protector's Deputy Marine Engineering Officer, said "This was my first base visit and it was fascinating to see how the team supported themselves in such an inhospitable environment.

"While it was a bright sunny day when we visited, we have already seen how quickly the weather can turn nasty down here."

Crew members trekked along Inexpressible Island, which lies in Terra Nova Bay, and was given the name by members of Scott's Terra Nova Expedition after they were forced to spend two winters on the rocky outcrop. A number of penguins were only too happy to have their photographs taken.

Protector had sailed from Hobart in Tasmania, with a combined team of Australian and New Zealand personnel embarked.

The first vessels were inspected within 24 hours of arriving in the Ross Sea. Fishing vessels in the area are known to search for species of fish unique to the Southern

Ocean, such as toothfish.

"One such inspection led the ship to the very edge of the vast Ross Ice Shelf," explained Lt Cdr Geoff Hughes, the logistics officer.

"Under towering 50-metre cliffs of ice, Protector edged her way towards the subject of her inspection. While the sea bed was still hundreds of metres below the keel, the waters are not well-charted to say the least and caution was the watchword."

Lt Cdr Ross Hickey, of the Royal New Zealand Navy, added that "it was a pleasure and a privilege to join HMS Protector in the Southern Ocean patrol and to the Ross Sea, particularly due to New Zealand's involvement in heroic Antarctic exploration in both Scott's and Shackleton's expeditions."

The ship's youngest sailor AB(HM) Sam 'Jumper' Collins said: "Protector is my first ship and to join her in Australia and see the Antarctic in my first month on board has been amazing."

Protector also found herself the wrong side of the International Date Line as 2016

approached. After safely manoeuvring away from the ice shelf, Protector began her race against time to sail back East of Greenwich before the turn of the year.

With seconds to spare, Protector crossed the International Date Line, allowing her sailors to be among the first people on the planet to welcome in 2016.

"It was touch and go whether we would beat 2016 to the date line but doing it with seconds to spare made for a memorable new year," said Cdr Fox.

Protector sailed from Plymouth in early October, travelling the long way east via the Suez Canal, Oman and western Australia to Hobart.

She heads to the polar region each winter to update navigational charts of its challenging waters, conduct experiments with the British Antarctic Survey, and support CCAMLR.

The ship typically conducts its work around the Antarctic Peninsula on the other side of the frozen continent, but this austral summer is concentrating her scientific efforts in the Ross Sea.

Protector had arrived in the Ross Sea on Christmas Day, and her 79 ship's company were part of the 2,500 Naval Service personnel deployed over the festive holiday.

Even as a ship at sea, Protector celebrated the day in suitable Royal Navy fashion.

After a moving and poignant church service officiated by the Rev Allcock, AB(HM) Collins donned the Commander's rank slide and proceeded to "take command".

After whipping the bridge team into shape and inspecting the officers' cabins, AB/Cdr Collins was able to put his feet up in the wardroom.

"It was great fun being the captain," said the 19-year-old.

A traditional Christmas lunch was served to the ship's company by officers before everyone retired to their respective messes to open gifts sent to the ship by UK4U and Support our Soldiers (SoS).

Officers ended the day in the wardroom watching the classic *The Muppets' Christmas Carol*.



# Bottom of the earth





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# Sweet and sour life in Vanguard

IN 1950, having completed boy's training at HMS St Vincent, and in company with a large number of boys, I was drafted to join the battleship HMS Vanguard at Gourock in Scotland.

After a long and tedious train journey from Portsmouth, we arrived at Gourock port at midnight and caught a picket boat out to this enormous ship anchored out midstream.

I was very proud to be a very small cog in a very large wheel.

My job on board turned out to be side party and the fact that I had been taught to climb a rope at HMS St Vincent made sense of the fact that it's a long way from painting a platform at sea level to the upper deck of a battleship.

As we were dismissed one day the CPO in charge collared me and said: "I have been watching you and you're a good worker. I have got a special job for you,

Each month Pusser's Rum are offering to courier a bottle of their finest tippie to the writer of our top letter.



This month's winner is Jim Cannon



follow me."

Having just grown six inches on the strength of his remarks, I followed to the senior rates' mess, where he gave me a large box of cutlery, bluebell and cloth.

After I had cleaned the cutlery, he praised my efforts and said: "Well done lad, would you like a glass of rum?"

Yes please chief, was of course my answer. Other senior rates

sitting around the mess smiled at me and I felt pretty good.

The chief came back with a ½ pint glass nearly full. "Here you are lad, well done and get that down you."

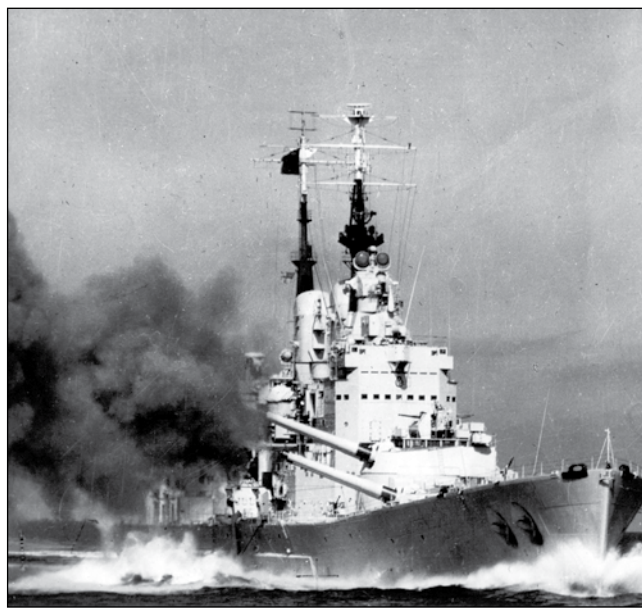
I took the glass and lifted it to my lips. I could smell malt vinegar. What could I do? By this time the entire mess was watching me and I tilted the glass and drank the lot in one go. I said thank you chief and walked out.

I thought, to hell with it. I won't give them the satisfaction. It tasted horrible.

I have always wondered did they think I didn't know the difference, or perhaps I was a bit thick. I will never know unless one of your readers remembers the incident.

I am an avid reader of your great publication.

Jim Cannon  
West Sussex



● Jim Cannon has, mainly, fond memories of HMS Vanguard

# Memories of days in Hamoaze

REGARDING the article in January's *Navy News* about engineers, in 1952 I was called up for National Service.

As an RNVR Electrician's Mate, I was instructed to report to HMS Collingwood, where, with a Nissen hut of about 15 others, we carried out initial training of square bashing.

Five weeks later (that included Christmas leave), I had a draft chit to HMS Defiance as a REM under training.

Defiance consisted of three hulks moored in the Hamoaze, off Wilcove in Devonport. The hulks were Inconstant, an old iron-screwed ship launched in 1868, Vulcan, a torpedo boat depot ship from 1889 and Andromeda, a Diadem-class cruiser launched in 1897.

Ashore in Wilcove was a Nissen hut complex containing the radio and radar training school.

To get from the hulks to Wilcove jetty (and to get ashore at Flagstaff Steps in dockyard) was a boat trip by MFV that often cast off and yet remained alongside due to the strong tidal flow. In good weather and at slack water, we swam off the boat pontoon.

There was a legend that the captain of Defiance took Andromeda to sea at the time of Dunkirk but the boilers blew up before reaching the breakwater. She still had her engines in 1952.

I considered that I was lucky to be accommodated in Andromeda and very lucky to be allocated a new modern locker. Many were allocated old lockers of about 18in square.

Broadside messing was the norm and everyone (other than officers) slept in hammocks. The trainees were required to carry out normal ship-keeping duties as well as being instructed.

In 1952/3 the basics of electronics were taught and the practical work was on radio receivers B28 and B41, whilst the radar was (I think) type 291, with parallel feed.

It should not be forgotten that the origin of the electrical branch was from the Torpedo ME and Defiance was also the Devonport Torpedo School.

John Chitson  
Penzance

# HMS Ulster plea

I AM appealing for information on the 1960-62 commission of HMS Ulster.

I run a free website for the benefit of all Ulster commissions and I have a large gap for this period.

I am particularly looking for anecdotes and memories of that commission and any photographs, in particular: aground in St Petersburg, transiting the Panama Canal and Hurricane Donna.

Norrie Millen  
[Ulster@candoo.com](mailto:Ulster@candoo.com)  
[www.candoo.com/ulsternorrie/ulster](http://www.candoo.com/ulsternorrie/ulster)

# Quick medical fix

READING the letters regarding "silly sailors" training film for damage control in November's issue of *Navy News*, I am reminded of a film shown during my early RN training.

The film *How to treat wounds in battle* said: First loosen the patient's collar, next stick a cigarette in his mouth.

Bob Styants  
Halesowen

# Proud to give pipe to son

RECENTLY I went to HMS Raleigh to see my son Joe pass out from his Phase One training.

As I stood at Paddington railway station under the clock waiting for the train to Plymouth, it took me back to April 3 1972 when, as a young boy of 15 years and nine months, my mother and father put me on the train to begin my Naval career.

Passing through the gates that day I was the youngest recruit on the base. I knew this because back then Raleigh only accepted recruits of 15 years, nine months. Any younger and you went to HMS Ganges.

I stepped through those gates 18 weeks later not only a man but in the proud possession of the Bosun's Pipe, awarded to the recruit with the highest overall score.

Unfortunately it never got engraved. However it was used while as bosun's mate on HMS Blake (Snakey Blakey).

It took me 43 years to get it inscribed but not with my name but my son's.

Although I had not been back to Raleigh in all those years, when I heard the band of the Royal Marines strike up *Hearts of Oak*, and saw my son march out with the guard, the memories came flooding back to my own passing out.

However there was one big difference. I was much prouder this time around. Now part of the Naval family, I know the pipe is in the right hands.

David Cronin  
Loughton, Essex

# I got to hold VC – during London Blitz



● Frank O Salisbury's painting of Jack Cornwell depicting his stand at the gun on HMS Chester at the Battle of Jutland is on display at HMS Raleigh in Torpoint

YOUR article about Jack Cornwell in December's *Navy News* brought back a memory from 1941.

I lived in the same road in south Tottenham as Jack's eldest brother Ernest when I was 15 years of age.

We used to do fire watch together. One night, when the Blitz was on, we were sheltering in his doorway from the shrapnel that was flying around.

He said: "Here lad, have a look at this."

He handed me a small box. When I opened it and shone my torch on it, there it was in my hand, the medal. Jack Cornwell's Victoria Cross.

Ernest told me he had got it out of the bank that day and was going to send it away for safe keeping.

I joined the Royal Navy in June 1943 and did my square bashing etc. at HMS Raleigh where Jack's picture was on show.

I then joined HMS Campania as an ASDIC rating on the Russian runs until VE Day.

I then had a draft chit for the far East to join HMS Amethyst and finished up on HMS Burmuda.

I was made a life member of the RNA in 1999 and I am the Standard Bearer of the Isle of



● Jack Cornwell was 16 when he was mortally wounded aboard HMS Chester in 1916

Wight branch.

In April last year I took the Standard to Sydney, Australia, and carried it in the ANZAC and Gallipoli memorial Parade.

The Isle of Wight Rifle Brigade took part in Gallipoli, and I celebrated my 90th birthday on April 23, two days before the parade.

Just a thought – am I the oldest Standard Bearer?

AW Penstone  
Isle of Wight



● HMS Raleigh pictured in Labrador in 1922

# Dad was onboard grounded cruiser

I WAS interested to read about the history of HMS Raleigh in October's edition of *Navy News*.

My father, who was a 22-year-old able seaman, served in the cruiser HMS Raleigh when she went aground off the coast of, I thought, Labrador.

Dad did say that they called for volunteers to go back onboard and search for missing crew members

but he didn't say if he was successful.

I look forward to receiving my copy of *Navy News* every month, it is my Christmas present from my son who did his training at HMS Raleigh in the late 1970s.

Alan H Mott  
Essex

LETTERS to the editor should always be accompanied by the correspondent's name and full address, not necessarily for publication. If you submit a photograph which you did not take please ensure you have permission to use it. The editor reserves the right to edit submissions.

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## Rocking tours of tunnels

WO1 Mac McLoughlin presented a cheque for £400 to Rebecca Saunders, a Regional Fundraiser and Volunteers Advisor for the RNRMC.

WO1 McLoughlin and Pete Murray-Jones raised the money by offering visiting MOD personnel guided tours of the WW2 tunnels in Gibraltar.

The tours are conducted on a voluntary basis in their spare time and rather than charge for the tunnel tours they accept optional charity donations.

Rebecca, who was visiting Gibraltar to raise awareness of the RNRMC, said: "My visit has reminded me of how unique life on the Rock is and how important the enduring relationship of the Royal Navy and Royal Marines is there."

"This type of fundraising by current Royal Navy and MOD personnel is vitally important in helping us to support sailors, marines and their families, both at home and abroad, whilst also raising awareness of the charity among other British overseas territories."

WO1 McLoughlin and Pete averaged one tunnel tour a week and in 2014 they raised £335.30 for the charity.

## Festival of rugby

A ROYAL Navy President's XV beat Petersfield Rugby Club 38-21 in a match in aid of the RNRMC.

The crowd at Penns Place, Petersfield, were entertained with a couple of warm-up matches – an U9s game between Petersfield and US Portsmouth and a home affair which saw the under-12s take on the under-13s.

The home side took the honours in the U9s match while the second game ended in a draw.

The Royal Navy Volunteer Band from HMS Sultan also entertained spectators during the intervals.

## Songs of praise

THE annual carol service onboard HMS Victory raised £396.40 for the RNRMC.

Readings were given by members of the Royal Navy and Royal Marines, while the Band of HM Royal Marines Portsmouth provided the music, along with the Portsmouth Cathedral Choir and St Ann's bellringers.



## 1710 unite for big race

A TEAM of 14 sailors, soldiers, civil servants and partners from 1710 NAS based in HMNB Portsmouth, helped to raise funds for the RNRMC when they took part in the Morrisons Great South Run.

Organised by LAET John Dawson, the squadron entered two teams of seven people into the business competition.

After a lot of lunchtime and evening training sessions, for some more than others, the day itself turned out to be almost perfect for running around Portsmouth.

All 1710 NAS participants put in very creditable performances with POAET Mike Sellars achieving a most impressive time of 1:10:18 that placed him 682

in a field of over 25,000 people. The squadron also just missed a podium position in the team event, but the day was still hailed a great success by all runners.

A Just Giving page set up by WO2 Craig Thomas raised almost £1,100 for the RNRMC.

When they are not raising funds for charity, the team from 1710 NAS delivers specialist engineering and scientific support to the Fleet Air Arm and to Royal Navy ships.

The team also included: Aaron Cusack, PO Mike Sellars, Lt Sandeep Longia, CPO Jed Groves, Sgt Dave Spilsbury, Becky Elliot, LAET John Dawson, Chris Brearley RNR, WO2 Craig Thomas, CPO Lloyd Boyce, CPO Perry, Nimali Amaratunga-Brearley, Lt Cdr Dan Weil and PO Simon Whittell



## Sailors set for challenge

TWO sailors are planning a dinghy voyage from Plymouth to Portsmouth to raise funds for the RNRMC.

Phil Slade and his crew Mark Rogerson will complete the 170 nautical mile trip in a Bosun dinghy in June.

"Other than one stop in Portland we will sail for about 40 hours, navigating notoriously hazardous waters," said Phil.

"We will be sailing night and day, and we will be up to 20 miles off shore. The dinghy will be mostly unsupported."

The duo will have emergency support available from the yacht Saria Marais during their journey from the Camber Sailing Centre in Plymouth along the coast to HMS

Excellent at Whale Island in Portsmouth.

"I chose the RNRMC because I am serving in the Royal Navy and I think they do a terrific job supporting the RN and Royal Marines, which is obviously close to my heart."

"I have been instructing people in sailing the Bosun dinghy for a couple of years, but we have been training specifically for this event."

"We have been up to ten miles offshore and in different sea states, so the boat will not present any problems – it will be the endurance side and the navigation."

"I don't want to make it something it's not, but it will be a hard job keeping our concentration, especially in the dark."

"Dinghy sailing is very visual but at night we will have to feel our way."

To show your support f visit [uk.virginmoneygiving.com/camberbosunchallenge](http://uk.virginmoneygiving.com/camberbosunchallenge)



● Irene Robinson

## Musical marathon

A PIPER from Poole is travelling 50,000 miles in 50 days on a Seven Continent Piping Challenge hoping to raise £50,000 for the RNRMC and Julia's House, a hospice for children.

Irene Robinson, 57, who works as a forensic health practitioner, will play the bagpipes at iconic locations across seven continents, including New York's Radio City Music Hall, San Francisco's Alcatraz, Antarctica's Port Lockroy, Auckland's Sky Tower, Sydney's Captain Cook's Cruises, Johannesburg's Regina Mundi Catholic Church, among others, finishing in London's HMS Belfast on February 27.

"I have made this challenge as big as I can because I want to raise £50,000 for two charities that are close to my heart," said Irene.

"I am proud to be a member of The Royal Navy Pipe Band Association and because of this, I see at first hand the brilliant work that the RNRMC do."

For more details and to donate visit [www.bagpipetheworld.com](http://www.bagpipetheworld.com)

## Female aviator arrives Down Under at end of epic flight

BRITISH adventurer Tracey Curtis-Taylor, 53, arrived in Sydney to complete an epic 14,600-nautical mile flight from the UK to Australia in a classic open cockpit biplane.

The intrepid aviator, who is an active supporter of the Royal Navy and Royal Marines Charity as well as an Honorary Lieutenant Commander in the Royal Naval Reserve, set off in her 1942 Boeing Stearman Spirit of Artemis aircraft from Farnborough, Hampshire, in October, retracing pioneer Amy Johnson's 1930 flight.

Tracey travelled across 23 countries, making some 50 refuelling stops.

Robert Robson, CEO of the RNRMC, said: "This is a fantastic achievement and we



● Tracey Curtis-Taylor flew Spirit of Artemis over Uluru (Ayers Rock) on her final leg to Sydney

were thrilled to see Tracey flying the flag of the Royal Navy and the RNRMC logo worldwide. Just like the Naval Service personnel we support, her determination



and tenacity are unwavering. Well done!"

Tracey undertook the flight to celebrate the pioneering days of early aviation in the 1920s

and 1930s, and especially the achievements of revolutionary British aviator Amy Johnson.

A celebrity of her day, Ms Johnson became the first woman

to fly solo from Britain to Australia in 1930 and died in mysterious circumstances during WW2 while flying for the Air Transport Auxiliary.

"To fly something like this, low level, halfway around the world seeing all the most iconic landscapes, geology, vegetation – it's just the best view in the world," said Tracey.

Flying the open cockpit biplane had given her an "insight" into what Ms Johnson went through getting to Australia, she added.

A group of 150 friends gathered in October to bid Tracey farewell, including Prince Michael of Kent, Dame Diana Rigg, Amy Johnson's niece Judy Chilvers and Rear Admiral Ben Key. She was also joined by a number of her partners, including personnel from Global Sponsors Boeing and Artemis Investment Management, as well as representatives from ExecuJet, Inmarsat and Cobham SatCom.



# More support for dementia

THE Royal British Legion has extended a new specialist dementia support service to Hampshire.

The Legion's Admiral Nurse Service, developed in partnership with Dementia UK, provides support for family carers of those with dementia who are part of the county's Armed Forces community.

£150,000 of funding over three years is being provided by the Royal Navy's oldest charity, Greenwich Hospital.

The service aims to provide information, advice and support which will equip carers with skills and information to assist with care and promote positive approaches to living with dementia.

Referrals for the new service are now being taken.

Adam Smith, the Admiral Nurse Lead in Hampshire, said: "Admiral Nurses are specialist registered nurses and we offer support to family carers who are looking after someone with dementia."

"The focus of the service is to maintain independence, to improve the quality of life for carers and families and to provide the practical advice they need."

The service was launched in Lancashire and the Midlands in 2012, and has a total of some 144 Admiral Nurses nationally.

For more information contact Adam on 07971142006 or 02382 025787.

For details about the service see [www.britishlegion.org.uk/get-support/living-independently/admiral-nurses/](http://www.britishlegion.org.uk/get-support/living-independently/admiral-nurses/)

# Swell cycle ride

ROYAL Marines completed a charity bike ride during their journey back to the UK aboard RFA Lyme Bay.

The 8,245 km ride took place despite large Atlantic swells, with top performances from Sapper Bredin and L/Cpl Greenoff.

The efforts raised more than £2,000 for the Coppafeel charity,

which helps breast cancer sufferers.

Organiser L/Cpl Luke Solomon said: "It was a really rewarding way to finish the deployment. There were a few times that I did perhaps think we had chosen a mammoth task, but actually that just spurred me and the guys on more."

# Take part in Blesma's busy year

VOLUNTEERS are wanted to take on a multitude of challenging fundraising events this year.

Blesma, the Limbless Veterans Charity, has a series of events planned for 2016, including a Tough Guy challenge, Bear Grylls' Survival Race, Colour Runs, marathons, half marathons, bungee jumping, skydiving, and the London Triathlon.

International events include trekking the Great Wall of China or the Sahara Desert, London 2 Paris cycle challenge and climbing Kilimanjaro.

Participants pay an entry fee and then work towards reaching their fundraising target, depending on the event.

Included in the entry fee for each event is a Blesma t-shirt or vest, a fundraising pack full of tips for how to reach your target, on-the-day support and a certificate.

Zanika Fearon, Senior Community and Events Fundraising Executive at Blesma, said: "We are looking for people who fancy a new challenge, or for those seasoned fundraisers who want to do something a bit different to come and join Team Blesma to raise money for our injured veterans and have fun at the same time with like-minded people."

For more information visit <https://blesma.org/support-us/fundraising-events/>

To sign up with Team Blesma or for more information, call Zanika on 0208 548 7089 or email [commevents@blesma.org](mailto:commevents@blesma.org)

A number of events are also planned for Blesma Week, June 6-12. To take part or let the charity know of your event, call Zanika.

# Tattoo triumphs

THE Birmingham International Tattoo raised almost £10,000 for the Royal Star and Garter Homes.

The charity, which has a home at Solihull, cares for disabled veterans at sites around the UK.



# Breaking out to help hospice

POAET Andy Ross peers out of the bars of jail during a charity fundraiser.

Andy, from 829 NAS at RNAS Culdrose, and eight other volunteers helped raise £24,000 for Little Harbour Children's Hospice in St Austell.

"I was approached to take part in the fundraiser and I didn't have to think twice about it," he said.

"I visited the hospice in April and it was emotional to say the least. After seeing the facilities they have to offer, the amount of care they provide, and the number of families that rely on their help and support I was blown away, and it gave me the motivational drive and determination to raise as much money as I could."

The volunteers started the day at Bodmin Police Station, where they were arrested and transported to Bodmin Court.

Once tried and convicted the prisoners were taken to a holding cell where they had to remain until they paid their bail, which was set at £999. Thankfully Andy raised over £1,500 alone, and so his incarceration was short lived. The group's collective effort was in excess of £24,000.

Andy added: "We have raised an outstanding amount of money for a fantastic charity. I am over the moon to be part of the team, but this wouldn't have been possible if it wasn't for the people that donated. It's all of them I'm proud of."

# Cheery Chid's crew complete challenge

HMS CHIDDINGFOLD'S ship's company completed an arduous day of challenges in order to raise money for the Royal Navy Benevolent Trust.

The day started with a 32km swim (the English Channel challenge), which featured fantastic performances by Diving Officer Lt Jason Munson and CPOET Will Barbrook.

Lt Munson said: "It was a difficult challenge to complete, but working as a team is what the Navy is all about, and together we successfully completed this challenge."

This was followed by the Portsmouth to Chiddingfold 55km running challenge.

The minehunter, known as the Cheery Chid, is currently based in the Gulf, with her 42-strong crew rotating every six months. She is due to return to Portsmouth next year.

Star athlete AB(MW) Daryl Pickering, who represents the Royal Navy at Command level for endurance running, led the way as the run was successfully completed.

AB Pickering said: "The run was difficult because of the heat. Compared to when we first arrived in July the temperature has dropped significantly, but it is still not to be underestimated. Even with my training from the Royal Navy athletics team I found the run difficult."

On completion of the swim and run, the focus turned to the final challenge: rowing the equivalent distance of the Strait of Hormuz at its narrowest point. This 33km rowing challenge was arguably the hardest of the day.

In front of a crowd of cheering supporters, Chiddingfold's Executive Officer, Lt Dave Bailey kicked off the final challenge by



● AB(MW) Rhys Cassidy during the ship lift; Crew members prepare for their rowing challenge



rowing the first few kilometres of the Strait of Hormuz.

Leading Chef Steven 'Sharky' Ward said: "The row for me was the hardest part of the day, especially after the run and the swim. The support from everyone was the key to getting me through the day and I know that without them I would not have been able to do this today."

The crew also organised a month-long "Lift the Ship" event for which members of the ship's company lifted 625 tonnes of weight, equivalent to the weight of Chiddingfold.

The 'big lifters' onboard, such as ET 'Spud' Murphy and AB(MW) Rhys Cassidy thrived in this contest, with ET Murphy averaging ten tonnes per session.

POET Wayne Cook, who organised the event, said: "It was so good to see the ship's company come together for a really worthwhile cause. I am so proud to have reached our target of £1,000."

# Supporting Children

of Royal Navy and Royal Marines (serving and ex-serving) who are IN NEED, HARDSHIP or DISTRESS



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## Let us play ...

RESERVISTS from HMS Scotia put a group of industry colleagues through a gruelling training regime when they visited the unit in Rosyth.

Around 60 graduate joiners from security technology company Finmeccanica-Selex took part in a number of challenging activities run in a bid to increase their customer awareness and enhance their team-building skills.

The graduates worked in teams to tackle exercises overseen by HMS Scotia personnel which are typically used to build the skill sets of Royal Naval Reserve recruits.

Activities ranged from sea survival in a swimming pool to fire fighting and damage control in a simulated crisis where a chemical, biological or radiological threat has been identified.



## California screaming for medics

SEVEN Royal Naval Reserve medics travelled to California for a field hospital exercise.

Exercise Integrated Serpent saw the team work with 243 Field Hospital at the Naval Expeditionary Medical Training Institute at Camp Pendleton.

The aim of the exercise was to build, equip and operate in a US Medical Training Facility in desert conditions.

The exercise took place in an arduous and demanding environment and gave the opportunity to practise and develop clinical training skills, providing an invaluable experience of working with the Americans, gaining an understanding of their military culture and equipment.

The RNR medics helped set up the camp before taking part in a series of challenging clinical scenarios.

The second phase of the exercise consisted of demanding adventure training at Mount Charleston and Lake Mead, Nevada, which involved, a seven-mile trek in Red Rock Canyon, horseriding, kayaking and a 10km mountain bike ride.

Some of the team also took part in a three-day trek through the Grand Canyon.

The reservists who took part were: Lt Cdr Moira Wilcockson, Lt Darren Fitzpatrick, LNNs Sarah Hudson, Denise Wright, Alex McEnaney, Nichola Bromham and Anya Cooper.



## A window on WW1

POPPIES spill out of a window at one of Liverpool's most famous buildings as reservists and civilian staff from the nearby RN regional HQ pay their respects to the nation's Great War dead.

Thirteen personnel and staff from the North-west's naval headquarters and reservist hub, led by the RN's regional commander Cdre Gary Doyle, were invited to see the *Wave and Weeping Window*.

It's a roving version of the hugely successful *Blood Swept Lands and Seas of Red* installation at the Tower of London which wowed the nation back in 2014.

That saw 888,246 ceramic poppies 'planted' in memory of the Commonwealth dead in WW1; when the display was removed, the poppies were sold, raising more than £20m for the Royal British Legion.

Around 20,000 of the poppies were bought to

preserve part of the display so it could go on tour around the UK as part of Great War centenary commemorations, with Liverpool's imposing and impressive St George's Hall the display's latest stop.

The square between St George's Hall and Liverpool Lime Street station was used as a rallying point for the city's Pals battalion in WW1 – and became the site of the cenotaph which commemorates more than 13,000 Liverpoolians who died in the Navy, Army and fledgling RAF in the 1914-18 conflict.

Though much smaller than the Tower of London installation, the sculpture was still moving.

Wtr Emma Holliday said: "It was humbling to visit an iconic piece of artwork at an iconic Liverpool landmark and take a moment to reflect on the sacrifices made by others."

"It was a chance for quiet reflection on the impact of war on Liverpool and the Royal Navy."



## Fine Korea move

ROYAL Naval reservist Lt Cdr Jerry Parker, pictured in the back row, fifth from left, joins representatives from nine navies on a Republic of Korea warship.

The officer from HMS Flying Fox, who is currently working and studying in the republic, joined representatives from the Argentinian, Australian, Brazilian, Chinese, French, German, Indian, Mexican and US navies to view the new destroyer Cheonan.

Korea's 2nd Fleet is based at Pyongtaek on the west coast and patrols the disputed waters between North and South Korea.

The new warship is due to carry the Wildcat helicopter.

The visitors also viewed the wreck of the Cheonan, which was sunk by a North Korean torpedo in 2010 and raised for permanent display to remind South Korean sailors of the threat from their neighbours.



● AB1 Frances Birkett and LNN Helen Green

## Going the extra mile is rewarded

RESERVISTS from Hampshire have been singled out for annual awards to mark their exceptional contribution to the Royal Naval Reserve throughout 2015.

Flag Officer Reserves Rear Admiral Simon Williams presented HMS King Alfred's Reservist of the Year, The Sussex Award, to AB1 Frances Birkett, 27, from Portchester.

Frances, who is working towards passing her Admiralty Interview Board to achieve her ambition to become a Maritime Trade Operations Officer, said: "I just love being a Reservist and having all the work I put into my career recognised is such a bonus."

Leading Naval Nurse Helen Green, who works as a Staff Nurse in Basingstoke in her civilian career, was presented with HMS King Alfred's Wessex award for Best Reservist under initial training.

Helen was awarded the Captain's Prize for outstanding performance during her training at HMS Raleigh.

Lt Cdr Fred Wales received a clasp to his Volunteer Reserves Service medal (VRSM) marking 15 years of service, while Lt Cdr Keith Whitehead received a further clasp to his VRSM medal.

AB1 Michael Hodgson, who is currently taking a six-month break from his civilian job to work with HMS Tyne, a River-class Patrol vessel, was also presented with the 15-year VRSM clasp marking his long commitment.

King Alfred's CO Cdr Anthony Stickland said: "I am always impressed by the commitment, determination and professionalism of all our reservists and this year's performance has been admirable."

You can follow the Portsmouth-based unit on Facebook at <https://www.facebook.com/HMSKingAlfred> and on Twitter at <https://twitter.com/hmskingalfred>



● HMS Sherwood's CO Cdr Rob Noble presents an award to Lt Cdr Hattie Jacques

## Hat's off to Hattie

SIX reservists from HMS Sherwood have been recognised for their contribution to the Royal Naval Reserve.

Lt Cdr Hattie Jacques received an award for her long-term contribution while Lt Cdr Jenny Sanderson was given the Gilbert Towle Sword for being the best officer.

PO Jason Kingham was named best-performing rating, while AB Richard Cooke was highly commended.

AB Danielle Holmes was named best recruit, with AB Hannah Crowson runner up.

Lt Cdr Jacques said: "I feel honoured to be recognised by fellow reservists in my unit, for making a significant contribution over a number of years."

"Over the last few years I have been fortunate enough to be a part of HMS Sherwood moving to a new training base in Chilwell, Nottingham, as well as travelling across the UK and abroad for training. Some of my personal highlights include being part of the staff running the Hermes fast-track officer training programme last summer at Britannia Royal Naval College, experiencing canoeing in Canada and taking part in Exercise Joint Warrior onboard RFA Lyme Bay."

"The RNR has opened up lots of opportunities for me to work all over the world, build my leadership skills and ultimately to be able to give something back by training others."



# Accolade for F-35B engineering supremo



Picture: Lockheed Martin

ROYAL Navy officer **Lt Cdr Paul Thomson** stands front right with the squadron where his work has earned him an MBE.

The 34-year-old was honoured for playing a vital role on 17(R) TES Squadron at Edwards Air Force Base in California.

The squadron lined up for a photograph to mark 17(R)'s centenary, with the new F-35B strike fighter alongside a model of a Sopwith Camel and a Spitfire.

The squadron's Senior Engineer Officer was pivotal in establishing a new joint Royal Navy/RAF engineering

structure, enabling the preparation and delivery of Lightning II, which will fly from the new Queen Elizabeth-class carriers.

"Bringing the F-35B into service is a team effort and I am very proud to have played my part," said Lt Cdr Thomson, from Edinburgh, who is now based at RNAS Culdrose.

He was among a number of Naval personnel to receive awards in the New Year Honours list.

**Lt Cdr Sam Truelove** received the MBE for her work in the area of diversity and inclusion and her contribution to women's sport.

The 40-year-old who works in

International Engagement at the Ministry of Defence, in Whitehall, is a keen advocate of the Naval Servicewomen's Network and co-chairs the Royal Navy Compass Network – the sexual orientation and gender identity network of the Naval Service.

Sam is also a keen triathlete and supports the Inspiring Women National Campaign – talking to women and girls about careers and opportunities in the Royal Navy.

**Capt Richard Ingram** received the OBE in recognition of his work with the Royal Omani Navy.

He served in Oman for nearly six

years where he was "a pivotal figure, significantly influencing the Omani Navy and forging links that have enhanced the UK's reputation in the region."

The 54-year-old leaves the Royal Navy this month after a 36-year career in the Senior Service.

Recently-retired **Cdr Lee Hardy**, 54, was awarded the OBE in recognition of his work as Commander British Forces in the British Indian Ocean Territory Diego Garcia.

He now works as a maritime enforcement and analysis advisor at the Foreign and Commonwealth Office. ■ Full list, see page 33



● Cdr Brendan Spoors

## Top Tiger marks milestone

BOSS of the 'Flying Tigers' Cdr Brendan Spoors has achieved 3,000 flying hours – a major milestone for any aviator.

Cdr Spoors, CO of 814 Naval Air Squadron, recorded his 3,000th flying hour in one of the squadron's Merlin Mk2 helicopters on an exercise in the Mediterranean.

He marked the milestone onboard HMS Ocean, where he was 'ambushed' on the quarterdeck by members of his squadron and Ocean's CO, Capt Stephen Moorhouse.

Capt Moorhouse presented him with a bottle of Champagne and said: "To achieve 3,000 hours airborne is a major milestone for any aviator, and one of which you should be justly proud."

Born and raised in Hartlepool, Cdr Spoors joined the Royal Navy in 1996 as a pilot and went on to train on Firefly light aircraft and Squirrel helicopters before converting to the Sea King helicopter and joining his first front-line squadron, 819, in 2000.

After a brief stint flying from HMS Gannet based at Prestwick in Scotland, he converted to the new Merlin helicopter in 2002.

Other career highlights include qualifying as an instructor in 2005, serving as the Flight Commander in HMS Richmond from 2008-2009, and thereafter as Senior Pilot on both 829 and 824 Naval Air Squadrons.

## MASF presents

PERSONNEL from the Maritime Aviation Support Force (MASF), from RNAS Culdrose, dished out Christmas presents to children in Royal Cornwall Hospital at Truro.

Leading Writer Lisa Platt, Writer Josh Geddes and Father Christmas – aka Lt Craig Sharland – visited the hospital to hand out gifts, toys and sweets after MASF raised more than £160.

"Seeing the children's faces light up when they received a present from Santa was amazing," said Lisa. "It was also personal for me to present the nurses with gifts, as they had taken great care of my daughter when she was in the ward having an operation earlier in the year."

## Touring Artful

AROUND 30 pupils from Bo'ness Primary School arrived at HM Naval Base Clyde for an adventure of a lifetime... a visit to a nuclear submarine.

The children and their teachers were guests of Artful, the latest Astute-class attack submarine to arrive at Faslane, where she joins HMS Astute and Ambush.

Tours of the submarine's operational and living spaces including the galley and bunk areas allowed the children a rare glimpse into the cramped, but comfortable conditions on the 97-metre vessel.



## Deep dive in to help out

A ROYAL Navy team showed its caring side as personnel rushed to help victims of the floods in Cumbria.

The Northern Submarine Recruiting Team, led by WO1 Andrew Knox, headed to the town of Cockermouth, where residents saw their homes sustain serious flooding as Storm Desmond struck the north of the country.

The five-strong team each contributed £20 to a kitty and headed to a supermarket to buy essential supplies, which they delivered to a church in the town, along with food that had been donated by a supermarket in Darlington the previous evening.

Personnel then went to offer their services to homeowners trying to clean up their properties before heading off to Workington College for a presentation on the Submarine Service, followed by a live interview at BBC Radio Cumbria.

WO1 Knox was with LLOGS Joe McGrath, LET(WESM) Matt Shearing, AB(WS) Matt Wardle and ET(MESM) Sam Brown.

The recruiting team tour the country, working with Armed Forces Careers Offices, looking to encourage people to join the Submarine Service.

# Double delight for the main Manns

TWIN brothers are celebrating both receiving the King's Badge after completing their commando training.

Mne James Mann, who passed for duty at the Commando Training Centre in Lympstone with 199 Troop in September, was the first of the brothers to be awarded the badge.

Three months later Mne Edward Mann matched his twin's achievement.

The King's Badge is awarded to the best Royal Marines recruit to finish training as part of the King's Squad, the senior recruit troop under instruction.

The history of the King's Badge goes back to 1918 when King George V visited the then Royal Marines depot in Deal ahead of the assault in Zeebrugge and directed that his Royal Cypher, surrounded by a laurel wreath, would be known as the King's Badge, and would be awarded to the best all round recruit in the King's Squad, provided that he was worthy of the honour.

The badge is to be carried on the left shoulder, and worn in every rank. The King's Badge is not awarded to every King's squad, and is only presented if a recruit measures up to the very exacting standards required.

James said: "It is much harder

for Edward to have got the King's Badge because of the pressure of my award, good effort on him."

Proud mum Victoria added: "I can't stop smiling and crying at the same time I'm so very proud of the boys."

Dad Mike added: "It was always in the making – they're very good lads, they've done extremely well. I'm very proud and overwhelmed."

Edward, who passed out with 204 Troop, said: "I'm very proud, there was a lot of pressure. James would have never let me live it down if I hadn't have got the award."

The twin's second cousin – a former Royal Marines helicopter pilot and Military Cross holder – Lt Col Peter Cameron said: "I think this is a first for the Royal Marines to have brothers let alone twin brothers be awarded the King's Badge."

"A remarkable pair, the great thing about these two boys is that they compete with each other rather than against each other."

CTCRM CO Col Kev Oliver added: "We are very proud of our training standards at Commando Training Centre Royal Marines and to have brothers, and twins, achieving the top award is an outstanding effort."

The two King's Badge men will now serve alongside each other at 40 Commando based in Taunton, Somerset.



● James and Edward Mann

Picture: LA(Phot) Dean Nixon





● C/Sgt Al Hewitt on the wreck of the Lusong, while C/Sgt Tim Hall dives on the Olympia Maru

# Bay watch tells tale of WW2 battle

ROYAL MARINES wave to the camera as they dive on the wreck of WW2 Japanese ship Irako off the Philippines.

Cpl Kris Bryan and C/Sgt Richie Hall, pictured on the bow of the food supply vessel, were among eight Royal Marines and two Royal Navy divers who took part in Exercise Bull Halsey.

The level three dive expedition to Coron Bay gave the Naval personnel a chance to dive on a number of the 12 Japanese ships sunk by the US Navy in one day – September 24 1944 – during the Battle of the Philippine Sea.

The two nations had been at war in the Pacific for many months. After an intense aerial battle at Truk Lagoon in Micronesia, the Japanese Navy ships retreated towards Manila.

Predicting another attack in the area, many of the vessels headed to Coron Bay and around Busuanga Island in the south, safely out of reach of the USS Lexington and her Hellcat fighter escorts and Helldiver dive bombers some 340 miles away.

But the US Navy had employed 'drop tanks' – external fuel tanks – on the wings of their planes to give greater range, so were able to attack the Japanese fleet by complete surprise, sinking 12 ships.

The US Third Fleet was under the command of Admiral William 'Bull' Halsey aboard the battleship USS New Jersey, but the surprise aerial attack was the brainchild of Vice Admiral

Marc A Mitscher, who was in command of Task Force 38 from the Lexington.

The wrecks include the freighter Olympia Maru, which was attacked by ten US aircraft and now sits upright in around 30 metres of water very close to Tangat Island.

C/Sgt Tim Hall dived the wreck during the expedition, while C/Sgt Al Hewitt dived the Lusong wreck, trailing a Globe and Laurel flag with him as he explored the gunboat.

The Irako wreck lies very deep, meaning it is restricted to experienced divers. The main deck lies at 33 metres but does sit upright with a slight listing to port of ten degrees.

The impact of the aerial bombardment is clearly visible on the partially-collapsed superstructure.

Some of the wrecks are as shallow as five metres and visibility underwater ranges from three to 20 metres with some minor currents.

The remote location of the expedition meant the nearest recompression chamber was up to four hours away. The divers employed advanced planning techniques, including oxygen rebreathers, and amended their emergency action plan each day.

The team completed some 20 dives over eight days, allowing three junior BSAC sports divers to gain invaluable logbook experience.

The expedition, which was a year in the planning, was funded by the RN Sports Lottery and RMCTF.

Words: C/Sgt Richie Hall

## No skirting around...

SAILORS adjusted skirts to help prepare a museum for visitors.

AETs from HMS Sultan went into action at the Hovercraft Museum just down the road in Lee-on-the-Solent.

Taking on a number of different maintenance tasks, the group's main aim was to restore skirts to several of the craft, including the first production hovercraft in the world, the SRN5, which had been trialled by the Interservice Hovercraft Trials Unit (IHTU) at HMS Daedalus from the 1960s.

They were led by Survival Equipment Instructor, LAET Adam Bland, who said: "The skirt was covered in dust and rust and in a few separate pieces.

"We had to take out old rivets and old pieces of wire that had rusted over a number of years and replace them all with new rivets and hanging wires to generally make it look as realistic as it once was when it was functional."

The museum has more than 80 hovercraft to view, including several generations of Royal Marines craft, Royal Navy



● AET Michael Durrant works on one of the hovercraft's skirts  
Picture: LA(Phot) Dave Jenkins

hovercraft, as well as Army and civilian craft. The collection includes one used in a James Bond chase, through to 400-ton cross-Channel hovercraft.

AET Michael Durrant, 21, said: "Not everyone can say that

they have worked on helping to maintain hovercraft. It's something special that you can share with your family."

For details on the museum visit: [www.hovercraft-museum.org](http://www.hovercraft-museum.org)

## Power tools will take priority

THE chaplaincy team leader at HMNB Clyde bid farewell as he retired from the Royal Navy after 22 years.

The captain of HMS Neptune, Capt Craig Mearns, presented Rev Simon Beveridge (pictured right) with a certificate from Second Sea Lord Vice Admiral Jonathan Woodcock praising his "loyalty, courage and good conduct."

Rev Beveridge – older readers may remember him as the 'Galloping Padre', the first naval chaplain to race in the Grand Military Cup at Sandown – explained how his first job with the Navy left him cold, literally

and figuratively.

"After attending the Commando Training Centre I was sent to Norway," he said. "I remember it was -10°C and I was queuing to use the phone box to call home.

"When I got through, my wife Sarah asked me how I liked it. I told her that I really hated it and just wanted to return to be with her and the kids.

"She said that as I was there I might as well give it a try. I did, and luckily grew to enjoy it. I've been enjoying it ever since.

"We have bought a derelict water mill in Galloway. We plan to spend the time converting it so



I'll be operating the power tools for the foreseeable future."

## Baggies bounce to the top at Culdrose

CULDROSE'S Base Warrant Officer – and Wolves fan – Ian Anderson feels the pressure as Baggies supporters who grew up on the same street are reunited at the Cornish air station.

CO Capt Adrian Orchard and PO Paul Turton decided to 'throttle' the fan of their arch rivals at the end of medal presentation ceremony which saw Paul receive a clasp to his Long Service and Good Conduct medal.

Although the West Brom Albion supporters lived in the same street and are both in Naval aviation (Capt Orchard is one of the nation's most experienced and battle-hardened Harrier pilots, PO Turton is a seasoned air engineer) their career paths haven't crossed until now.



● Capt Orchard (left) and PO Turton 'strangle' WO1 Anderson

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# Remuneration's what you need...

FROM April 1 a new pay structure is being introduced across the Armed Forces, replacing the Pay 2000 system which has been the source of some dissatisfaction over the past 15 years.

Under the New Employment Model, some aspects of Pay 2000 (branded 'Pain 2000' by some matelots) have been scrapped – although how much you are paid will continue to be based chiefly on job evaluation, which the MOD has used since 1970.

Rank will remain the key factor for pay – and it will account for 90 per cent of your pay.

The remaining ten per cent will depend on which one of four 'trade supplements' you are placed in, based on their 'whole trade score'.

Some personnel will see a pay rise on the transition to NEM, but no-one will be taking a pay cut on introduction. There is pay protection for at least three years, with a review after the first year to see if an extension beyond three would be appropriate.

The transition can be complex and you are urged to work out how you'll be affected by the new pay model using the calculator in the NEM Booklet, which gives additional information.

There's a DIB (01/16) and a roadshow is visiting units and establishments up to February 5 providing more details.

The new system has been endorsed by First Sea Lord Admiral Sir George Zambellas who says it is "simpler and better" than what went before and with other benefits connected with serving in the RN offered "a good package".



At a glance:

- Rank will still be the biggest factor that determines what your core rate of pay will be;
- Incremental progression is retained for all ranks, though the number of increments has been reduced overall;
- For ratings/other ranks, the current high/low pay bands will be replaced by a single core pay spine.

This single pay spine for ratings and RM other ranks is intended to address three of the biggest complaints from ratings about Pay 2000:

- Flip-flop: an individual moves between high and low pay bands on promotion, resulting in them often having to be placed on a 'stand still rate of pay', reducing the number of increments available to them;
- Overtaking – an individual overtakes other Service Personnel within the same trade who were promoted earlier and who have more experience within that rank;
- Overlap: an individual on the upper Increment level for their rank might have the same, or a greater level of pay, than a colleague in the same trade in the next higher rank.

# Covenant to cover RFA

THE Armed Forces Covenant – the 'pact' which binds the civilian world with the military – is being widened to embrace the Royal Fleet Auxiliary and Merchant Navy.

That is amongst the most significant changes announced in the annual report produced in support of the covenant, which outlines actions over the past 12 months to uphold the document's principles and lays down targets for the upcoming year.

The 2014 report found that the civilian arm of the Naval Service ought to be covered by covenant – something addressed in the 2015 document, the fourth to be produced into the covenant's impact.

In addition, personnel posted overseas will be able to rent out their homes without facing higher mortgage costs or having to change their mortgage in an agreement struck with key high-street lenders – Barclays, HSBC, Lloyds, Santander, RBS and Nationwide.

Hitherto sailors and marines who've rented out their homes while away have had to change their residential mortgage to a buy-to-let mortgage – often incurring new product charges and an increased rate of interest. Under the new agreement that will end.

Organisations, firms and public institutions which sign up to the covenant pledge to ensure that Service personnel and their families will be treated fairly.

It covers the gamut of life in the Armed Forces from healthcare and education through to the difficulties of sorting out utility bills when deployed.

Among the achievements of the covenant over the past 12 months are:

- mobile phone providers Vodafone, EE, O2 and Three now allow Service personnel and their families to suspend phone contracts while deployed overseas;
- children of personnel can now get school places before moving into an area, following an amendment to the Schools Admission Code.
- more than 400 spouses of Service people have been offered grants of up to £1,000 for training/education to increase their employment options
- spouses returning from overseas are exempt from the 'habitual residence test' – they do not need to have been resident in the UK for three months to claim Jobseeker's Allowance.
- 81 per cent of Service personnel report good access to medical care and 98 per cent of Armed Forces families have good access to GPs
- more than 5,200 Service personnel have been helped on to the property ladder through the Forces Help To Buy scheme; all local authorities in Great Britain (and two in Northern Ireland) have signed the Community Covenant.



## What has the Armed Forces Covenant ever done for us?

WELL, for a start, it's given these youngsters in Cornwall a much-improved play area.

Porthleven Community Primary School received a £57K hand-out from the Community Covenant grant scheme to build a multi-use games area – for use not just by the 250 pupils (one in eight of whom are the offspring of personnel at nearby RNAS Culdrose) but by the wider community in and around the Lizard peninsula.

Complete with all-weather outdoor facilities (including floodlighting), the facility is now home to an annual football tournament, is used by a new youth group, disabled youngsters and young people eager for team building.

"The facility has had a very positive effect on the whole area," explains Leigh Yates, from the school's Parent-Teachers Association.

"Culdrose personnel donate their own time to assist with sporting and other events – emphasising the growing relationship between the communities."

NEED to get your message across?

To feature in the Navy News Two-Six pages contact Navy Command Media – Internal Comms Staff Officer: Lt Cdr Emma McCormick, 93832 8809, email [NAVY.MEDIACOMMS-IC-TL@NAVY.MEDIACOMMS-IC-TL@mod.uk](mailto:NAVY.MEDIACOMMS-IC-TL@NAVY.MEDIACOMMS-IC-TL@mod.uk)

# Fairer, more efficient and effective

ON NEW Year's day, Nicola Williams became the first Service Complaints Ombudsman for the Armed Forces as part of a revamp of the complaints system.

The post takes the place of the commissioner – a position Ms Williams has occupied since the beginning of 2015 – but with significant new powers including the ability to:

- overturn a decision where the chain of command decides to exclude a complaint at the outset of the process, for example, for being about a matter not covered by the complaints process, or because it is considered to be out of time;
- investigate the handling of the merits of a complaint if the complainant is not satisfied once the internal process has been completed;
- investigate if the complainant believes that their ongoing complaint is being unduly delayed; and
- recommend action to put matters right.

We asked the Commodore Naval Legal Service and Ms Williams to outline how the new system will affect the RN and RM. Firstly, Cdre Andrei Spence:

**What has driven the need for reform?**

Successive annual reports to Parliament by the Service Complaints Commissioner (SCC) since 2008 have assessed the overall management of Service complaints in the Armed Forces not to be fair, efficient, or effective, with complaint-handling delay being the most significant factor.

It is important to emphasise that the SCC's assessment is on the complaint system as a whole

and, within successive annual reports, the commissioner has recognised many areas of good practice and complaint handling performance by individual Services – especially by the Navy.

**What is the reformed process seeking to achieve?**

First and foremost, reform is focused on our personnel. We must give them confidence that their complaint will be handled seriously.

With the new legislation radically changing the internal complaints process, it will become shorter, giving us one level of appeal instead of two, but without compromising on the quality and efficacy of the investigative or decision processes. This improvement alone should give confidence to personnel that the new system will be better.

**What are the fundamental differences?**

In addition to reducing the number of levels of appeal, there will be increased empowerment to the chain of command, allowing complaints to be resolved and redress granted where it is appropriate to do so at the lowest level.

It also changes the commissioner's role to that of an ombudsman who will be a powerful, independent body to the Armed Forces Complaints system, holding the Services to account and, in some cases, exercising the power to investigate complaints.

**What are the challenges facing the Naval Service?**

The introduction of any new system is bound to generate some unforeseen issues. We are eager to embark on this change and will



address any challenges that arise, using them to create a resilient and trustworthy system. I am delighted to have two additional permanent caseworker posts allocated to me this year which further enhances our complaint casework capability.

I see this as an opportunity for the RN/RM to develop a strong working relationship with the SCC, whilst quite rightly recognising her independent role under the new system. Together with the Army, RAF, MOD and the SCC we will endeavour to achieve the fair, effective and efficient Service complaint process which our personnel deserve.

**Why was the RN unable to operate the current system in a fair, efficient, effective manner?**

I can assure you that we tried our best to do so and year-on-year we have been independently assessed by the SCC in the annual reports as producing the best performance of any of the Services by coming closest to achieving the required standard.

It must be remembered that the Service complaint process is, at its heart, a work-based grievance resolution process. However, barring a few excluded issues, it is possible to complain about any wrong arising from service in the Armed Forces.

Without making it an excuse, it is indisputable that the Service complaint system has to deal with a far wider range of subject matter when compared to outside employers with a similarly-sized workforce, even before you

factor in the global and multi-environment operating space of the Armed Forces! Defence is an incredibly and uniquely complex organisation. The range of complaints that can arise reflects that diversity and complexity.

**What reassurances can you give to current and future complainants?**

We shall be writing to all current complainants to explain how their existing complaints will transfer into the new complaint process. A new-look JSP 831 will explain the new process in more detail and articulate revised principles of fairness to be applied to the management of complaints at all levels. I can assure you of my personal commitment, and indeed the commitment of everyone involved in dealing with complaints at whatever level, up to and including the Service Chiefs that we will work hard to make the reformed process work and, as it is designed to do, provide a better and more efficient complaint system for our people.

**And now let's hear from the new Ombudsman, Ms Williams:**

The new system will be far simpler with fewer levels of appeal. The significantly greater powers I will have as an ombudsman will enable me to intervene where complaints have not been handled properly. Combined, this should improve efficiency, and provide greater confidence in the way complaints are being handled.

For example, individuals will be able to ask me to review decisions to not accept a complaint for investigation, to investigate allegations of maladministration, and I will also be able to review the merits of their case if they are

unhappy with the final outcome of the internal process.

**What do you think will be the challenges?**

The objective is still to provide an environment where people feel confident that they can raise a complaint without fear of repercussions and that their complaint will be handled promptly and fairly.

When I meet personnel, I get the impression that confidence in the system is low and too many are still unaware that the process exists – borne out by the findings of the continuous attitude survey.

I think this has to rely on COs creating the right conditions and the more senior elements of the chain of command empowering and actively supporting them to do this.

In practical terms, this means COs engaging earlier, and more fully in the process, listening to what complainants are saying, and then taking responsibility for dealing with the complaint.

They need to have the confidence to do this, secure in the knowledge that, provided their decision – and the rationale behind it – is reasonable, they will not be unduly criticised if a contrary view is taken later. The chain of command has a role to play in this – as do I – and I will certainly not criticise individuals where they have taken reasonable and fully-explained decisions.

**What opportunities do you think this will present for your office and the Naval Service?**

The process of reform always presents the opportunity to review all aspects of how we conduct our business.

For my office, it provides the opportunity to take stock of the work done over the last eight

years and to ensure that when we are called upon to intervene, we can use the lessons we have learned to have a positive impact on the complaints process.

For the Services, I think it provides an opportunity to evaluate how personnel are educated about the complaints system and consider how it could be improved. Is the process appropriately resourced and do those with key roles within it – for example decision makers and assisting officers – have appropriate training?

It also provides an opportunity to re-examine the reasons why complaints arise in the first place and particularly to re-evaluate how we set the standards of what is considered acceptable and unacceptable behaviour. The treatment of women in the Services and eradicating inappropriate initiation ceremonies are just two of the issues that are being tackled.

**Do you think that in future annual reports to Parliament you will be able to report the system is efficient, effective and fair?**

Absolutely – although I am not sure that I could claim to be an architect of the system. I have been given what I think I need to do the job and I am convinced that Service Chiefs are as committed to success as I am, so the conditions for success have already been set.

My fundamental objective is to achieve a complaints process which the Services manage efficiently, effectively and fairly for themselves and one which people have confidence in. I have every reason to believe that in future annual reports to Parliament I will be able to report the system has achieved this.



# Ready to get atom

SOME of the first 25 Service candidates selected to take part in the RN's new Nuclear Under-Graduate Apprentice Scheme (RNNUGAS) were invited to HMS Sultan to mark being accepted on to the programme.

NUGAS has been specifically designed to significantly accelerate ETs through the Marine Engineering Submariner (MESM) career pipeline so they can qualify as Category B nuclear watchkeepers and maintainers, plus faster promotion to petty officer and the opportunity to gain an in-service BEng(Hons) degree.

The successful candidates start the scheme with different levels of experience and consequently they will enter the training pipeline at different points spread over the next two years.

"A lot of us applied for the course due to the prospect of achieving promotion to petty officer at an accelerated rate," said ET(MESM) Andrew Wilde.

"The opportunity to get the full engineering degree and the flexibility of the options that come towards the end of the scheme are quite good.

"A lot of those on the course are a little nervous, but are encouraged by the Royal Navy's record for bringing people through training successfully. As a group of more-academically-capable trainees we should also be able to learn everything required that bit quicker."

After graduation, the engineers can remain in the Silent Service and qualify as nuclear supervisors, or pass the Admiralty Interview Board and become nuclear engineer officers.

From September the plan is to recruit for the scheme externally.

After completing initial training, rookie candidates will train for approximately 3½ years both at sea on submarines and ashore, including a number of different nuclear engineering modules at Sultan.

Following a further 3½ years' service at sea as a nuclear watchkeeper and technician on a V or A-boat-scheme members will study full time for a BEng(Hons) Mechanical and Manufacturing Engineering Degree (one year) at the University of Portsmouth – a top-up to the Foundation Degree they will have already earned during training.

Meanwhile, the end of 2015 saw some key engineering milestones under Faraday:

## Faraday

- revised career courses for ET(WE) and ET(WE) (CIS) commenced at MWS
- the first LET(ME) QC commenced at Sultan
- the maiden ET(ME) and ET(WE) selection boards for Steady State Fast-track (to LET) were conducted;
- revised branch badges have been made available via uniform clothing stores

The Faraday embedding workshops have now covered the majority of Faraday champions and staff of Portsmouth/Devonport flotillas as well as QE and, as momentum continues into 2016, embedding the Faraday philosophy remains the major focus.

Embedding workshops will complete this term, capturing the remaining champions and staff who are key to 'delivering Faraday' in their roles as principal line managers of our engineers.

In the spring, the first Individual Competence Framework (ICF)-trained ET(WE(CIS)) and ET(WE)s will start appearing in the Fleet with their new CDJs.

In addition to guidance in the CDJs and via the Flotilla Faraday Champions or Faraday team, WE line managers should liaise with ME counterparts, who have been dealing with CDJs for a while, to understand how CDJs have been managed to help the initial integration process.

Work on new WE and ME CPO and WO qualifying courses continues, with the courses expected to start in late 2016/early 2017, aligning with promotions and deconflicting with other Faraday course design work.

Updated versions of the BR2000 series, incorporating all Faraday RNTMs will be released next month.

The opportunity is now in our hands to deliver success. The support, feedback and initiatives from you, our engineers, are essential to improving the branch and ensuring the success of Faraday, which is the success of our branch – so grab the opportunity to make life better and share your ideas with your Faraday Champion.

Any questions, contact WO1 Bambi Bamford on 93832 7441 or [navy\\_eng\\_spt-hum\\_cap\\_wo1a](mailto:navy_eng_spt-hum_cap_wo1a). The Faraday Intranet site can be found via the A-Z.

# WE can be heroes for more than one day

GET your nominations in now for the new trophy recognising engineering excellence in the WE branch to mark its 70th anniversary.

The Rear Admiral Bateson Award – named after Admiral Stuart Bateson, the founding father of what has become weapon engineering – will be presented to the person who has made the most significant impact on the branch or trade in the past 12 months.

The award is sponsored by the Institution of

Engineering and Technology and, in addition to the trophy – which will be engraved with the winner's name and retained at Collingwood – there's £300 prize money at stake.

Entry is open to all officers and ratings in the WE world, irrespective of rank. Nominations must be made by the end of March, with the winner informed in May and the presentation in July.

Full details in RNTM 015/16.

# These Q and As make your day

NAVAL FAMILIES FEDERATION 

AS 2016 gets under way, it looks set to be a busy one. As ever, we welcome feedback on any issue and continue to ensure that your views are heard at the highest levels of government and the RN.

Families continue to contact us with some very pertinent questions – here are some of our latest inquiries:

**My daughter wants to join the Royal Navy. She has a small diamond tattoo on her neck. Will this be a problem?**

The RN Book of Reference states: "Tattoos that are visible in No.1 uniform e.g. on the face, neck, ears, hands and wrists are not permitted and are a bar to entry." More information on "Tattoos in the RN/RM" can be found online in the winter 2014 edition of *Homeport*, p.27; click on the Homeport tab on [www.nff.org.uk](http://www.nff.org.uk) to view back issues.

**Unfortunately I have just been made redundant. My husband is in the RN and I have been told that I can use its facilities to re-take my English and Maths exams. Is this correct?**

There are facilities available for family members to take English and Maths exams. Contacts for the Naval Education and Training Service (NETS) can only be accessed through the serving person on the Defence Intranet or by e-mailing the NETS Coordinator: [NAVYTRGHQ-NETSCOORD@mod.uk](mailto:NAVYTRGHQ-NETSCOORD@mod.uk).

The University of Wolverhampton ([www.wlv](http://www.wlv)).

[ac.uk](http://ac.uk) offers courses for spouses as do the Royal British Legion Industries ([www.rbli.co.uk/employment](http://www.rbli.co.uk/employment)).

**I am ex-Navy and my husband has now joined the RFA. What support is available for RFA families?**

RFA families are able to use RN Community Centres and attend local clubs and activities they run. Contact the RNRM Welfare Information Service at [navypers-welfareinfo@mod.uk](mailto:navypers-welfareinfo@mod.uk) to find out what is happening in the local area as well as coffee mornings and the like in RN centres.

Deployment support can be found at [www.royalnavy.mod.uk/welfare/deployment](http://www.royalnavy.mod.uk/welfare/deployment).

The NFF has a remit to assist RFA families, offering a route for support and an independent voice to raise issues, concerns and feedback to policymakers and the chain of command.

## Contact NFF

■ 023 9265 4374/[admin@nff.org.uk](mailto:admin@nff.org.uk)/Castaway House, 311 Twyford Avenue, Portsmouth, PO2 8RN.

Or visit [www.nff.org.uk](http://www.nff.org.uk) for news, our free, quarterly Homeport magazine and monthly e-update.



## Pathway to recovery

THE Naval Service Recovery Pathway is designed to deliver a conducive military environment for the management and support of wounded, injured and sick personnel in need of long-term recovery support.

Personnel who remain broadly employable should remain in their parent unit and be managed through the divisional/regimental system. If someone has more complex recovery needs, the unit may re-assign them to a specialist recovery cell or troop, while personnel with the most complex needs may be assigned to the Naval Service Recovery Centre Hasler.

While everyone is provided with a clinical 'pathway' by a medical officer, the command – through the divisional/regimental system – has a responsibility to oversee and manage the recovery or transition of their personnel throughout the pathway; this should take primacy over all other activities. The current policy (BR3 Chp 33) requires the recovery of all wounded, injured and sick personnel to be managed with the aid of an Individual Recovery Plan (IRP).

The IRP is a templated management tool designed to aid the divisional officer/troop commander assess and oversee the recovery of an individual and to ensure an effective return to Service or transition to civilian life. An individual's IRP will follow and guide them to the end of the recovery process and provide assurance to the Command that their needs are being met.

More information can be found in RNTM 11/16 or on the Defence Intranet at: [RoyalNavy/ACNS\(Pers\)NavSec/CNPers/NavalServiceRecoveryPathway](http://RoyalNavy/ACNS(Pers)NavSec/CNPers/NavalServiceRecoveryPathway)

## Where to look

### RNTMs

RNTM 002/16 Chief Naval Engineer Officer Conference 2016 – call for presentations  
RNTM 004/16 Reporting the loss or theft of an official identity card or pass  
RNTM 006/16 Royal Navy Engineers Open Golf Championship 2016  
RNTM 012/16 The Golf Navy Cup Competition 2016  
RNTM 014/16 Royal Navy Photographic Competition 2016

### Galaxy briefs

05-2016 UK-French co-operation  
04-2016 Launch of Navyfit  
03-2016 New Employment Model Pay Reform

### DIBS

02/16 The new Armed Forces Covenant brand  
01/16 New Employment Model: Armed Forces Pay Reform

### DINS

DIN 2016DIN01-002 The All England Lawn Tennis and Croquet Club (AELTC) Championships - Wimbledon 2016 OS  
DIN 2016DIN07-002 Chief Naval Engineer Officers Conference 17-18 May 16. RN engineer officers' dinner 17 May 16 and DE&S Maritime Engineering Conference 19 May 16  
DIN 2016DIN10-001 Combined Services Chess Championships 2016 (CSCC)  
DIN 2016DIN10-003 WTF Taekwondo Skills Course [Superseded DIN 2015DIN10-019]

## Honours

The following Senior Service personnel have received honours in the New Year list for 2016:

Most Honourable Order of the Bath

As Knight Grand Cross  
Admiral George Zambellas  
As Companion  
Rear Admiral James Morse

Most Excellent Order of the British Empire

As Commanders  
Rear Admiral Malcolm Cree  
Rear Admiral Thomas Karsten  
Rear Admiral Benjamin Key  
As Officers  
Brigadier David Evans  
Lt Col Gary Green  
Cdr Lee Hardy  
Capt Michael Hawthorne  
Cdr (Act.Capt) Daniel Howard  
Capt Richard Ingram  
Cdr Ross Spooner  
As Members  
WO1(WS(AWT)) Mark Barker  
Lt Cdr Martin Collis  
Lt Cdr Martin Ford AFC  
Lt Cdr (Act.Cdr) Christopher Franks  
Col Graeme Fraser  
WO1 Joseph Gillespie RM  
Lt Cdr David Joyce  
WO1(LOGS(CS)) Trevor Llewellyn  
Cdr Alan Mackie  
Lt Cdr Paul Thomson  
Lt Cdr Samantha Truelove  
WO1(ETME) Thomas Ward  
CPO(MA) Marc Wilkins

Queen's Volunteer Reserves Medal

WO2 Stephen Davies RMR

Associate of the Royal Red Cross 2nd Class

Lt Cdr Suzanne Gardner-Clark QARNNS

# Projecting our nation's interests

TUCKING into popcorn at the premiere of the Faslane Cinema Society – the latest outing for one Cdr James Bond, *Spectre* – are sailors and submariners from HMNB Clyde.

The society, set up in conjunction with The Tower in the centre of Helensburgh, has been established to give personnel, civilian staff and their families from the naval base the chance to watch the latest blockbusters at the (potentially) ridiculously low price of 75p per movie.

The society will screen 48 new films a year, every Wednesday and Friday, with a families show every other Saturday at the Sinclair Street arts venue.

Membership is via subscription: £36 (individuals), £65 (couples) £90 (family). Details can be found at [www.FaslaneFilms.com](http://www.FaslaneFilms.com).

Picture: CPO(Phot) Tam McDonald

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**FOR MORE INFORMATION ON CURRENT CAREER ADVISER VACANCIES CONTACT:**  
**PSTN: 01929 403172 MIL: 94374 3172 e-mail: [navycnr-rncrtic@mod.uk](mailto:navycnr-rncrtic@mod.uk)**







## Sophie put training into practice

TEENAGER Sophie (above) was all set to put her Sea Cadet training into action when an accident involving three cars occurred right in front of her.

In early December Sophie, 14, of Cardiff unit, was standing at a bus stop after finishing school for the day.

Suddenly there was the sound of rending metal as the drama of the road traffic collision unfolded before her eyes.

Despite her bus home being imminent, and the next one not due for another hour, without hesitation Sophie knew what she should do.

The Ordinary Cadet had completed her Intermediate First Aid Training with the Sea Cadets just a few months previously, and was ready to put that training into practice.

She ran over to the vehicles to see if any of the occupants were injured or suffering from shock, while at the same time preparing herself mentally to deal with a worst-case scenario.

Fortunately, all those involved in the accident were fine, albeit a little shaken, so Sophie's newly-learned first aid skills were not required.

But with her knowledge of what to do in such an emergency, she was quite prepared to do so had it been needed.

Her Commanding Officer, CPO (SCC) Michael Dixon, said: "If anyone ever thinks 'What is the point of becoming a First Aider?', this incident just goes to show how important it is for as many people as possible to learn it, so they too can be of assistance in any such emergency with confidence."

Sophie, when asked afterwards about the accident, said: "I didn't do anything other than check they were ok" – typical of a cadet who always plays down anything of note that she does, said CPO Dixon.

However, he wondered, how many other people (including adults) would have been prepared to get involved?

## New Year honours

A NUMBER of individuals associated with the Sea Cadet Corps were recognised in the New Year Honours list.

MBEs were awarded to Bill Fairbairn, the Corps' former Director of Technical Services for the Sea Cadet Offshore Fleet, and to Geoffrey Palmer, for services to Portsmouth unit.

Staunch supporter Jack Petchey – after whom the training ship is named – received a knighthood for his services to young people, and fellow businessman Michael Uren was also knighted for philanthropic services.

# Warsash wins top accolade

WARSASH has been in existence for less than ten years – but it has already achieved the greatest accolade available to a Sea Cadet unit.

The Hampshire unit can trace its roots back to a meeting in May 2007, when an open evening was held to gauge the interest of the community.

Warsash was up and running by 2008, starting with 20 New Entry Cadets, and since then the unit – based in the boat house at Warsash Maritime academy – has flourished.

Now the TS Tormentor trophy cabinet has an illustrious addition – the coveted Canada Trophy, awarded to the top Sea Cadet unit in the country.

And while a Southern Area unit took the top prize for 2015, a Northern Area unit was close behind – Greenock was declared runner-up in the elite group of six top Area units, winning the Thomas Gray Memorial Trophy.

The Captain's Cup, for the third-best unit in the country, was shared for 2015 between Scarborough (East) and Weston-super-Mare (South-West).

The best unit in all six areas wins a Stephenson Trophy, and in addition to the four winners mentioned above, Kingston and District (London) and Barrow-in-Furness (North-West) completed the top half-dozen outfits – the second year running for Kingston.

The McBeath Trophy, founded by Rear Admiral John McBeath, honorary Commodore of the Sea Cadets between 1958 and 1975, is awarded to the unit that has shown particularly meritorious performance over the previous

## The outstanding units

**Warsash (South) – Canada Trophy**  
**Greenock (North) – Thomas Gray Memorial Trophy**  
**Scarborough (East) – Captain's Cup\***  
**Weston-super-Mare (South West) – Captain's Cup\***  
**Kingston and District (London)**  
**Barrow-in-Furness (North West)**

\*Trophy shared

All six units win a Stephenson Trophy as the best in their respective areas

year, and the 2015 winner is Glasgow (North).

The Colditz Award for the most community-minded unit went to Warrington (North West), which receives a certificate, a photograph of Colditz Castle and a cash award from the Colditz Association of former POWs.

The SRMO's Trophy for the Royal Marines Cadet detachment showing the greatest improvement over 2015 was Reading (South).

The first individual award on the 2016 list is the Commander Brown Award for the outstanding cadet in the Duke of Edinburgh Award scheme, which was won by LC Leah of Sefton unit (North West), while the Leadership Trophy was claimed by POC Laura of Edinburgh Trinity (North). The Capt Roddie Casement Sword for the CO or OIC who has contributed most to the aims of the Corps went to A/Sub Lt (SCC) Janice Dean RNR, of Westerham unit (South).

The award for outstanding personal achievement for a Royal Marines Cadets officer or instructor – the McCarroll

Trophy – was given to Capt (SCC) Mark Prollins RMR, of Leeds RMCD (East).

Two Indefatigable trophies next.

The 1906 Shield for the RM cadet gaining most boatwork points in 2015 was retained by MC2 George, of Chelmsford (London), while the TS Indefatigable Cup, for significant improvement, was won by Brentwood (London).

The prize for the unit making most meritorious progress in marine engineering, the Vernon Award, was given to Grimsby and Cleethorpes (East), while Inverness (North) took the Cleverley Award for the best Junior section.

The top district for average unit review scores was Tyne South (North).

The best-performing candidate on the Officers' Selection Board in 2015, thereby claiming the OSB Trophy, was PO (SCC) Andrew Hurst, of Conwy County (North West), while Cdt Sgt Oliver, of Ashford RMCD, took the Halliday Trophy for the RM Cadet with the top result in the RMC Corporal to Sergeant exam.

Other awards included:

The Amaryllys Trophy, awarded to the unit in Northern Ireland with the best sporting record at District and National competition, went to Bangor (North).

Other awards included: Northern Ireland Trophy: Belfast Eagle (North);

Ledger Trophy: Harrogate (East), West Ham (London), Dumfries (Northern), City of Liverpool (North West), Warsash (South) and Birmingham Vernon (South West).

Captain's Certificate of Commendation: City of Liverpool, Barrow-in-Furness, Southport, Tameside (all North West), Tewkesbury, Fishguard, Portland, Tiverton and Cardiff (all South West), Ardrossan, Ayr and Rosyth (all North), Basildon and Edmonton (both London), Basingstoke and Dean (South) and Castleford, Immingham, Newmarket College and Wisbech (all East).

The RMCD Gibraltar Cup contenders for 2016 – to be fought out at CTCRM, Lymington, next month – are Leeds (East), Kingston and District (London) Belfast Formidable (North), Warrington (North West), Guildford (South) and Birmingham Vernon (South West).

And last, but definitely not least, are the six Navy Board Cadets for 2016, who are Cdt Sgt Tom, of Leeds (East), LC Cathal, of Edgware (London), POC Gareth, of Dundonald (North), LC Carys, of Huyton with Roby (North West), POC Ross, of Windsor and Eton (South) and POC Joshua, of Penarth (South



● Lt (SCC) Graham Smith RNR (left) presents CPO (SCC) Adam Smith with his cap and epaulettes

## Recognition for team at Folkestone

FOLKESTONE and Hythe unit recognised the work of its Sea Cadets, Royal Marines Cadets and volunteers at its annual presentation and awards evening.

With distinguished guests and parents looking on, the parade night started with the traditional Colours ceremony, which was followed promptly by a speech from Executive Officer CPO (SCC) Simpson about what the unit has been up to over the past year.

Many cadets gained promotions and awards.

Among them were the trophy for the best division, which was won by the Royal Marines Cadet Detachment for an improved CATSEA annual assessment result, and the prize for best overall cadet of 2015, which was won by OC McMullan.

During the evening the CO, CPO (SCC) Adam Smith, was promoted to A/Sub Lt (SCC) RNR by the unit's previous CO, Lt (SCC) Graham Smith RNR, following a successful year with the Officer Development Programme.

The night concluded with Evening Colours and a thank you from the CO to all cadets, parents, staff and committee members for their invaluable support and hard work.

## Visitors gain vital skills

HEBBURN unit held an open evening to raise the profile of their unit – and helped train people in lifesaving techniques into the bargain.

The cadets staged the event in the Mountbatten Memorial Building at Hebburn Comprehensive School in South Tyneside, showcasing the range of activities available to young people through the Corps.

During the evening visitors to the event were given the chance to gain a British Heart Foundation Heart Start qualification and certificate.

Unit volunteer PO (SCC) Clare Towns said: "We were invited to Hebburn Comprehensive School to deliver some assemblies to different year groups about the benefits of joining Hebburn Sea Cadets, and how we can help them to get a great head start in life."

"We offer a range of nationally-recognised qualifications underpinned by fun and adventure, and this is yet another great example of how we can benefit young people and make the difference to their future academic aspirations and employment prospects."

Robert Moore, assistant headteacher at the school, said they were delighted the cadets could provide the qualification, adding that it was a good example of elements of the community working together.

# Weston celebrates loyalty and success



WESTON unit rounded off 2015 with a visit from the Captain Sea Cadets – and news that they had made a significant mark on the Corps over the preceding months.

Capt Phil Russell toured the unit with Commanding Officer Sub Lt (SCC) Barry Fear RNR, meeting the cadets and finding out what they enjoy about the Corps and what courses they are hoping to join in the coming year.

The Captain also gave one of the Unit Management Team an award for 50 years service.

George Coles (pictured left receiving his award from Capt Russell) joined Weston in 1952 as a cadet and went on to be chairman of the unit for 35 years.

Cadets and staff thought Area Officer Cdr Nigel Morton was also at Weston that evening because the Captain was on board.

But he was there to present the unit with the Stephenson Trophy, marking Weston as the best

unit in the South West Area.

Out of 80 units – the area spreads from the tip of Cornwall to Somerset, Dorset and the Severn Valley as far as the West Midlands, as well as parts of Wales – Weston was deemed the flagship.

That accolade also put the unit into the final judging for the ultimate honour – the Canada Trophy – against the other area winners.

And when that judging was finished, Weston emerged in third place for the whole country, sharing the Captain's Cup with Scarborough.

■ SCTC Weymouth told Weston that they were travelling to Carlisle to take supplies after the flooding.

When cadets were asked to support the initiative they, their staff and parents gave donations, and in addition cadets acted as marshals on a Sunday for an Aspire Running event, with the proceeds donated to help one of the Sea Cadet units that have been affected by the floods.

# Making progress at Conwy

TWO Sea Cadets from Conwy County attended Promotion Boards at the tail end of last year.

Promotion Boards are structured in such a way as to allow cadets to show their ability to lead and manage a team, instruct a lesson, show good knowledge of the Sea Cadet Training Syllabus and be competent in drill.

Prior to these boards, cadets must attend a Peer Educator Course, which allows them to obtain skills and knowledge of how to plan and execute lessons to their peers.

This is an external qualification – and both Conwy cadets gained exceptional passes.

AC Thomas, assessed for Leading Cadet (LC), passed in all areas, two with an

exceptional grade.

The cadet has shown a large amount of commitment to the organisation and assists instructors on parade nights with the instruction of basic training to other cadets.

In the recent awards night LC Thomas was awarded the Bythell Scholarship and Commanding Officer's Shield for Best Cadet.

LC Beth was considered to become a Petty Officer Cadet (POC); she also passed in all areas and received an exceptional pass.

The rate of POC is the highest achievement for cadets, and POC Beth is now the second cadet in five years to obtain this rank.

As well as gaining advanced qualifications in rigging and ropework (seamanship), power

boating and rowing, POC Beth has also attended offshore voyages (with other cadets) and sailed in the new flagship, TS Royalist.

During the awards night POC Beth was awarded the Leadership Award, for showing excellent leadership skills.

POC Beth turns 18 next month and is looking forward to joining as an Adult Volunteer.

Conwy's CO said: "This is an incredible achievement for both cadets on a new advancement board structure."

"Both have worked tirelessly over the past weeks in preparation for this. They both have something to be very proud of, as they have made the unit and their families very proud."



## Timely plug for Corps...

PARENTS struggling to 'unplug' their teenagers from the TV, phone and tablet should encourage them to join Sea Cadets as an alternative way to spend their evenings – it could even improve their GCSE grades...

Recent research by Action for Children reveals that one in four parents struggle to encourage their children to turn off their television, tablet and phone.

Meanwhile a two-year study by the University of Cambridge suggests that 14-year-olds who spend an hour a day on screens during leisure time score nine fewer points at GCSE when the sum of their grades is calculated – the equivalent of dropping two grades from a B to a D.

A recent survey commissioned by Sea Cadets, reported in *Navy News*, revealed the number one worry for young people aged 12–18 is the pressure of whether they will pass their exams or not.

Their worries could be alleviated if they follow guidance by the University of Cambridge to swap screen time for physical activity...

... and the Sea Cadets Corps say they offer young people that opportunity, with a progressive training programme in a structured environment and gives young people the chance to challenge themselves through a range of nautical activities, like sailing, kayaking and rowing.

The charity aims to have a positive impact on young people's life chances.

This includes improving attendance and achievement in school, supporting post-16 destinations in employment and further education, enhancing long term well-being, contributing to a reduction of risky behaviours and increasing participation in communities.

Captain Sea Cadets Capt Phil Russell said: "Getting out on the water with us is an incredible way to spend their free time, all the while gaining key life skills such as team work, confidence and communication to offer young people the best head start in life."

## Invitation to Royal birthday

THE Sea Cadet Corps is delighted to announce that, as the Queen is their patron, they have been invited to join in the celebrations of the Patron's Lunch to mark the Queen's 90th birthday.

On Sunday June 12 the Mall in St James's Park will be transformed for its largest ever street party.

Tickets are limited and the Corps has secured a handful, which they will share with cadets.

A Sea Cadet spokesperson said: "It is a fantastic opportunity to get involved and celebrate what the Queen means to us."

"Her Majesty is an inspirational icon, and to have the royal stamp of approval helps us to continue our work in supporting young people in gaining vital life skills and qualifications so they can grab a better future."

At the same time as the lunch is staged down the Mall, the charity is planning to invite all 400 units to get involved in their local communities by holding their own Patron's Picnic to help raise funds and awareness for their units and the charity.

Details on how units can get involved will be released shortly.

# Floods bring misery to five units



FIVE Sea Cadet units were severely flooded in December by storms.

York unit reported their mess, galley, heads and ward room were flooded to waist height when the River Ouse inundated their Skeldergate headquarters (left).

Unit Commanding Officer Lt Cdr (SCC) Roy Tanner RNR – who told the local paper that he had started referring to the unit as Training Submarine York – said he hoped that they would be back home a little quicker than the last floods in 2012, when recovery took six months.

In the meantime the unit is using the Army Cadet facilities at Acomb.

Wakefield unit have gratefully received lots of support from the local community, especially to store the unit's assets while the clean-up is taking place.

Kendal and Morecambe and Heysham units were also flooded before Christmas, as well as further flooding damage to

Whitehaven unit.

Carlisle unit worked with their local community in helping flood victims – their unit was one of four local centres set up by police for the local community to seek advice and shelter, and Maryport and Solway unit opened its doors to provided accommodation to families in need of urgent shelter as a result of being flooded out of their homes.

With your support our flooded units can get back on track.

Any amount, no matter how small, can help in clearing up the terrible mess the recent devastating floods have left, thus ensuring that cadets can return to their units as quickly as possible.

You can donate £3 by texting SEA to 70111. Please see full SMS T&Cs at [sea-cadets.org](http://sea-cadets.org)

Charity no. 313013/SC037808.

# Fall in for a taste of life in the Navy

A GROUP of Combined Cadet Force (CCF) pupils from St Dunstan's College, London, visited HMS Collingwood, to gain an insight into Service life.

The Year 9 pupils, who have recently joined the CCF as part of their co-curricular activities with the school, also looked at some of the training undertaken at the Fareham training establishment.

The cadets spent the first part of their visit receiving a brief from Collingwood's Executive Officer, Cdr Andy Phenna.

They were then given the chance to participate in some Physical Leadership Training at the Royal Navy Leadership Academy, which is based on the Fareham site.

Activities included the 'Fall of Faith' and Low Ropes, which saw individuals volunteer to lead the group and participate in team-building exercises with the aim of improving their communication skills.

The officer hosting the visit, Lt Cdr Mark Hayes, spoke of the importance of the CCF visit: "Leadership and team work can never be introduced to individuals too early."

"The affiliation between the Combined Cadet Force and the RN allows the pupils to be acquainted with aspects of Service life early on."

"It's great to offer our resources to them so they can learn, not just about the RN, but about themselves too."

Royal Navy section cadets from the college's CCF in Years

11 and 13 went to Danson Park, Bexleyheath, for a day of afloat training.

Although as the students set off in the morning it was still raining, the party was unperturbed, taking the attitude that "we'll get wet anyway if we fall in the water..."

Suitably attired in wetsuits the group were given a safety briefing then divided into two groups.

One set went sailing, the other took to kayaks, and after lunch the two groups swapped over.

During the lunch time break before they swapped, the students were grateful for some hot hearty stew.

They kept warm after the meal by playing a mini game of rugby.

The afternoon saw more activity and fun on the water, as well as an opportunity to brush up on their skills.

Once again St Dunstan's College was the largest unit on parade at the annual Remembrance Service in Lewisham, with more than 80 cadets on parade.

The contingent joined the initial march to the war memorial, demonstrating a very high standard, with both the Coxswain (Megan Snepvangers) and RSM (James Newman) keeping their section in time.

Cadets Tom and Zoe laid the wreaths on behalf of the Royal Navy and Army Sections of the college.

● The cadets from St Dunstan's College, London, take on the Fall of Faith

Picture: Keith Woodland (HMS Collingwood)



# Two trophies for Bangor unit

SPORTING excellence runs through Bangor unit in Northern Ireland – and recent weeks have both cemented and enhanced that reputation.

Pictured right is John McCartney, a member of the HMS Decoy Association, the HMS Decoy 106 Club, presenting the HMS Decoy Trophy to the Junior Girls team that won a gold medal at the National Combined Regatta in London last year.

The unit has a long-standing affiliation with the Decoy veterans, as the unit's training ship takes the same name as the post-war Daring-class destroyer.

John's visit was to hand over a new trophy which will be awarded annually for the outstanding sporting achievement by an individual or team.

OC Hunt was awarded an additional medal as the top sporting cadet of TS Decoy this year.

Bangor cadets are also celebrating the fact that they have been announced as the winners of the Amarylly Trophy for 2015.

The prize is awarded to the Sea Cadet unit in Northern Ireland with the best sporting record at District and National competition.



## Creation of flagship captured on video

AS BRIEFLY reported in last month's *Navy News* the Sea Cadet Corps has launched a new video to capture the journey to create their new flagship TS Royalist.

The film, shot over the course of a year, covers the launch and first voyages at sea, showing the impact a voyage on TS Royalist has on young people.

The film delivers an insight into the building process and the three key milestones celebrated in the delivery of a new ship:

The keel-laying, or placement of a central timber or beam to form the backbone of the ship;

The launch, where the ship goes into the water for the first time;

The commissioning, or formal process of naming and handing over the ship – in this case completed by the Princess Royal.

This is followed by showing the thrill of the first cadet voyage off Plymouth.

You can see the full nine-minute video *Flagship Build* at [www.sea-cadets.org/flagshipbuild](http://www.sea-cadets.org/flagshipbuild)

Almost £5m was raised to build the ship, which replaced the former flagship, decommissioned last year after 43 years of service.

The new vessel supports 900 young people on a week-long voyage at sea every year, mainly in UK coastal waters.

More than 30,000 young people have enjoyed such voyages in the old and new Royalists since 1971.

Captain Sea Cadets Capt Phil Russell said: "This video encapsulates the cadets' excitement, anticipation and enthusiasm for the vessel and all that it represents for them – friendship, adventure, challenge and determination is evidence of the incredible achievement we have, by working together accomplished for them through determined support."

The new ship's innovative design, based on superyachts, offers better all-round sailing ability and performance, and the ship is faster and easier to handle than her predecessor, as well as being more economical for the charity to run.

She is expected to be in service for 40 years.



## Shep helps out Stafford

PICTURED above is comedian, singer and "maritime entertainment specialist" Shep Woolley, presenting a bosun's call to Lt Cdr (SCC) Graham Townsend, to mark his retirement as Commanding Officer of Stafford and Rugeley unit.

Shep did a fundraising gig for the unit.

Command of the unit has now passed to Lt Cdr Townsend's son, Lt (SCC) Lee Townsend RMR.

The unit is very grateful for the fundraising that Shep has done in the past, as well as this latest effort to boost funds.





## Relatives can visit scenes of battles

THIS summer marks the centenary of the greatest bloodshed in a single day in British military history.

On July 1, 1916, a massed attack was launched in northern France against German positions on the Somme sector of the Western Front.

At the end of the day, nearly 20,000 British soldiers lay dead.

The events of that day have come to symbolise the waste and tragedy of human conflict, leaving an indelible scar on Britain's national consciousness.

Battlefield Memorial Tours is a Midlands-based organisation that takes relatives to the graves of loved ones killed in the two world wars.

It carries on the work of the late Alex Bulloch, a former Birmingham policeman and renowned tour guide, who was awarded the MBE for his services to charity and historical research.

This year, the group will be running several guided trips, including a journey of a lifetime to the Somme to coincide with the anniversary of the battle. Other visits planned throughout 2016 will be to Ypres, Normandy, Colditz Castle, Nordhausen and the Ruhr dams in Germany.

In November, there will be a trip to the annual Armistice service at Ypres, taking in the 1815 battlefield of Waterloo.

For more information, contact organiser Brian Long, Tor House, Main Street, Winstanley, Derby DE4 2DH. Tel: 01629 650780 or visit [www.battlefieldmemorialtours.co.uk](http://www.battlefieldmemorialtours.co.uk)

## Glasgow gifts

CITY of Glasgow branch has been busy with its charity donations again in recent weeks.

Shipmates donated £500 of toys and a cheque to the playgroup at Yorkhill Children's Hospital.

The donations to the Lodging House Mission for the homeless consisted of gifts of underwear, gloves, hats, socks and toiletries.

Other donations were made to the RNRMC and the Greenfield Park Care Home in the eastern outskirts of Glasgow.



● Guests at the rededication of the HMS Ringtail memorial at Ringtail Retail Park, Burscough

# From Ringtail to retail...

A NEW hangar has been built on the site of a former Naval air station – but it has nothing to do with aircraft.

The distinctive building is part of a retail development that aims to recognise the history and heritage of its location.

The new building stands on part of what used to be HMS Ringtail, which was created during World War 2 as the Fleet Air Arm expanded dramatically.

The station, RNAS Burscough in Lancashire, was commissioned HMS Ringtail on September 1 1943 and planned to accommodate fighter and torpedo fighter units, and a Fleet requirement radar training school.

During the station's operational years more than 40 squadrons were attached for short periods.

On May 3 1946 the last flying unit left Ringtail and the station was reduced to care and maintenance, and was released by the Admiralty in 1957.

Grass areas reverted to agriculture, and some time later an industrial estate was built.

In 2000 Lawrence Critchley started a campaign to have a monument erected to commemorate those who served at HMS Ringtail, and the monument was duly dedicated in



● An aerial shot of HMS Ringtail

2004. A remembrance ceremony is held there every November.

Some years later plans were submitted for a new retail park close to the monument, which would have to be moved to make way for an access road.

Part of the development would include a new Booths supermarket, and at that point Lawrence – an honorary member of the Fleet Air Arm Association – was consulted by the developers and the Booth family on what form of recognition of the history and heritage of the former HMS Ringtail could be incorporated into the Retail Park and supermarket.

Each Booths supermarket is designed to reflect the history of its location, and in the case of Burscough it would resemble a wartime hangar.

Lawrence kept in contact

with Booths and the developers, attending meetings in respect to the heritage of the former WW2 air station.

It was decided to name the development Ringtail Retail Park and depicted on the signage is an impression of a Pegasus engine.

The supermarket cafe would also have a Ringtail theme with photos, a plan of the air station and a short history on display.

The Booths family also wanted to create a piece of public artwork that would reflect the history and heritage of the site.

They commissioned sculptor Peter Hodgkinson to create a unique life-sized bronze sculpture of a wartime Naval airman – only the second of its kind in the country.

It was also decided that the existing monument would be enhanced and placed in a new memorial garden along with the sculpture outside the cafe.

All the plans have now been realised, and the monument was rededicated at a ceremony towards the end of last year, attended by Royal Navy personnel and local dignitaries.

Lawrence said: "Booths have made a wonderful and unique gesture in the way they are recognising and respecting the location of their new supermarket."

"Most new supermarket buildings are featureless structures. I believe that what Booths are doing is truly groundbreaking in terms of linking the modern with the past."

"In doing so they are depicting the history and heritage of a former Royal Naval air station in a totally new and enlightening way that will engage a new generation, illustrating how businesses can effectively incorporate the history of their locations into their building design and company culture."

For more information and images of HMS Ringtail and the new development see [www.hms-ringtail.org.uk](http://www.hms-ringtail.org.uk)



● Sub Lt David Balme and his team begin the dangerous boarding operation on U-110, which is badly down by the stern

## Enigma hero dies aged 95

THE naval family has lost a quiet hero whose actions helped change the course of the Battle of the Atlantic – and World War 2.

The bravery of Sub Lt David Balme in the chilly waters of the North Atlantic off Greenland in May 1941 ensured the most prized piece of equipment in the German war machine fell into Allied hands: the Enigma coder.

Balme, who died on January 3, led a boarding party on to crippled U-110 when the submarine was brought to the surface by depth charges after the boat attacked a convoy.

The U-boat's captain Fritz-Julius Lemp – a seasoned submariner who had famously sunk the first ship in the Battle of the Atlantic, the liner Athenia, on the very first day of WW2 – lost his head and ordered his men to abandon ship, without first destroying top secret material and equipment.

While the Germans jumped into the Atlantic, 20-year-old David Balme (pictured inset) and a small team of sailors climbed into a rowing boat with simple instructions: Get what you can out of her.

Balme, who'd been in the Navy for seven years, could not believe the Germans "would have just abandoned this submarine" and was convinced U-110 was either booby-trapped, or armed crewmen were still on board, lying in wait.

Instead, the boarders found U-110 deserted. Telegraphist Allen Long quickly located the coding device which looked like a typewriter. Long "pressed the keys and, finding results peculiar, sent it up the hatch".

Balme's party spent six hours salvaging what they could from U-110; all the time compressed air hissed from broken pipes and the boat shook under the distant detonations of depth charges being dropped as the convoy escorts harried other suspected German submarines.

Bulldog tried to tow the crippled U-110 to Iceland, but she foundered the following day. The destroyer continued on to Scapa Flow in the Orkneys, the RN's main base in both world wars, where the 'typewriter' was handed over to an intelligence



officer. "We have waited the whole war for one of these," he gratefully thanked Balme and his shipmates.

The salvage operation – codenamed Primrose – was, the Admiralty ordered, "to be treated with the greatest secrecy and as few people allowed to know as possible."

And so when George VI presented David Balme with the DSC for his part in the mission later in 1941, the monarch apologised that "for security reasons" the award could not be higher. But he did tell the junior officer it was "perhaps the most important single event in the whole war at sea."

The Enigma machine and accompanying codebook ended up at Bletchley Park, where they would be exploited by maths genius Alan Turing and his colleagues, allowing some German radio traffic to be read by British intelligence.

The story of the seizure of the machine by Balme and his shipmates was kept secret until the mid-1970s and 'Hollywoodised' in 2000 in the blockbuster U-571; the fictionalised account has American submariners, not British destroyermen, recovering Enigma from a crippled German boat.

David Balme's career in the RN after Bulldog/U-110 was no less dramatic; he commanded a detachment of gunners protecting a merchant ship on the Malta convoys (which was sunk), transferred to the Fleet Air Arm as an observer and flew missions in the Mediterranean; and was the youngest lieutenant commander in the RN when promoted to that rank.

After the war he worked in the family wool business in Hampshire.

## Memorial in the spotlight

THE eye-catching Naval Service Memorial at the National Memorial Arboretum is to be highlighted when a new multi-million pound Remembrance Centre opens later this year.

Ground was broken last September on the £15.7m project, prompted by the rapid growth in popularity of the arboretum, at Alrewas in Staffordshire.

The Centre has been designed to "inspire, inform and educate" up to 500,000 visitors per year, including 25,000 schoolchildren on organised visits.

It will see the original facilities – built for an expected 60,000 visitors per year – transformed into a complex of education and remembrance spaces, a new shop and restaurant, and a Heroes' Square, with new gardens leading out to the arboretum.

More than 300 memorials – civilian and military – are scattered across the 150-acre site, a former

gravel workings gifted to the charity by Lafarge.

Tree-planting began in 1997 and the Arboretum – now part of the RBL group of charities – officially opened to the public in May 2001.

RNA General Secretary Capt Paul Quinn said that in the redeveloped entrance hall nine iconic memorials from the site will feature in a display, along with the story of their creation.

One of those, said Capt Quinn, will be the Naval Service Memorial, dedicated at the Arboretum in June 2014 after a campaign by the RNA.

An additional decorative feature has been added to the Naval section of the Arboretum, thanks to the RNA.

The association was presented with the ship's wheel of a World War 2 tug, which will be refurbished and placed at an appropriate spot.



## Marching to victory

FIVE members of Welshpool branch trounced a team of Army veterans in a 15-mile speed march along the towpath of the Montgomery Canal from Newtown to Welshpool.

The Navy team completed the march in 2h 20m – not bad considering only one of the team was under 65.

So what next? A canoe race down the River Severn has been suggested – but that might wait until next spring...

## Uckers rules

A REMINDER to shipmates – a basic version of the rules of uckers is available on the Navy News website.

The rules are available at <https://navynews.co.uk/forum/viewtopic.php?f=12&t=7111> and also include some more common variations.



## All is well at Bude branch

BUDE branch enjoyed a healthy attendance for their last meeting of 2015, at the town's rugby club.

Following the customary opening by chairman S/M Chunky Philp, branch padre Russen Thomas concluded with prayers.

Unfortunately Delabole branch members were unable to join the meeting as planned.

With Minutes, Finance and Correspondence in good order – and with Membership slightly on the increase – the Social scene maintained the good news by confirming the 2016 Trafalgar Night Dinner would return to the Brendon Arms on Sat October 22.

In terms of Welfare, the branch currently has two members somewhat under the weather and one remaining very chirpy.

The highlight of the evening came within Any Other Business, when S/M Alan Litchfield announced that he had finally received his *Legion d'honneur* medal for services rendered on the beach in France in World War 2.

It is intended to combine S/M Litchfield's case with other North Devon RMA recipients on a future date at RMB Chivenor for a formal presentation.

The shipmate in question kept his comments brief because he was also acting as Duty Chef for the nibbles enjoyed after the meeting – pasties, teddies, mince pies and clotted cream.

Following the Loyal Toast, a very well-supported raffle and auction took place.

Attendance at Armistice Sunday Parade and on November 11 was considerable, as was the support for Studio South West's photographic display.

# Ex-Wrens congregate to mark anniversary

ON October 3 1945 the inaugural meeting of the Portsmouth branch of the Association of Wrens was held.

Some 70 years later, as the oldest and largest branch in the Association of Wrens, 95 members and guests met to commemorate the occasion and celebrate the success of the branch.

Meeting at the Royal Naval and Royal Albert Yacht Club on a sunny afternoon, proceedings started with the lighting of a candle in memory of 'absent friends' and the reading of the Wrens Prayer.

The solemn part over, afternoon tea was served and with it rose the sound level as Wrens, doing 'what Wrens do best', started talking, according to branch president Janet Crabtree.

And what a tea it was; plenty of sandwiches and cake and as for the scones and cream... There was the ceremonial cutting of the birthday cake by Margaret Rutter, the longest-serving member of the branch, assisted by Max Higgins, who became our 100th member during a recruiting campaign in 2014.

There was a toast to the Association of Wrens proposed by National Chairman Carol Gibbon, who also presented the branch with a certificate and the Standard Bearer with the '70 years' pennant.

A toast to the Portsmouth branch was proposed by Janet



● Members of the Portsmouth Branch of the Association of Wrens in the Wardroom at HMS Nelson  
Picture: Mike Watson Photography

Crabtree, who paid tribute to the founder members and praised the strong support network that existed within the branch.

The ladies were entertained by 'The Three Belles', who base their style on the Andrews Sisters and were dressed as Third Officer WRNS.

In the bar area a display of the branch's memorabilia had been set out, including the very precious first Minutes Book.

On Sunday morning the ladies were transported by bus to St Ann's church in the Naval Base, where they were joined at Morning Service by the St Vincent Association.

It was a very moving moment to see the standard paraded into church with the '70 years' pennant on display.

Lessons were read by National President Anthea Larken and Lt

Cdr Jane Pizii, while the guest preacher was former Wren Lt Cdr Philippa Sargent, who left the RN two years ago and was ordained deacon last June.

Next was HMS Nelson wardroom for a formal lunch, during which a quartet from the Nelson Volunteer Band played.

After lunch all retired to the bar for coffee and to continue doing 'what Wrens do best'...

The memorable weekend was the result of much planning, and thanks must go to Chris Helsby and her team of Barbara Mason, Carol Allen and Maggie Cole.

The whole weekend was summed up by chairman Val Pennycook in her closing speech.

"The chairman (Supt Currie in 1945) stated that 'it was now for members of the Association of Wrens to decide what they wished the Association to be and what

work they should do in the future, apart from merely keeping in touch with each other," said Val.

"70 years ago they would not have had such a wide range in ages of their members as we do now and I would argue that today 'keeping in touch with each other' is the most fundamental and important role of our branch. "Coming together in friendship and support for each other whilst enjoying that cherished camaraderie lies at the very heart of our branch.

"This weekend has given us the opportunity to honour our past whilst embracing the future.

"I am sure that if the 35 members at the first meeting of the Portsmouth Branch with Superintendent Currie could see us now, they would be so proud, just as we are today, of the branch that they set up."

## Naval VC hero is honoured

THE last day of 2015 saw more than 40 members of Plymouth branch, family descendants of George Hinckley VC RN and representatives from the Plymouth and District Federation of Ex-Services Association brave wind and rain to attend the annual remembrance service at Ford Park Cemetery.

The service, conducted by branch and Federation Chaplain Revd Peter Warland, took place in the Victorian Chapel, followed by short service at Hinckley's grave where wreaths were laid.

Standards on parade represented Plymouth and Saltash branches and several ex-Service associations including HMS Ganges, RAF, RAF

Police, RFA, Merchant Navy, RBL Ivybridge and the Commando Gunners.

Ford Park Cemetery Trust provided an excellent buffet and the presence of George Hinckley's family was very much appreciated.

Plymouth chairman S/M Des McCarthy presented a plaque to the chairman of the Ford Park Cemetery Trust to further strengthen the bond between branch and trust.

Hinckley was a Royal Navy rating during the Taiping Rebellion in China.

He won the VC on October 9 1862 at Fenghua, China, by rescuing severely-wounded comrades while under heavy fire.

## Memories of the Hong Kong Hams

S/M ERNEST Smith recently dug out some old photographs of his time in minesweepers – and it set him thinking about the 'forgotten squadron' based in the Far East.

The 120th (Ham Class) Minesweeper Squadron was based in Hong Kong between 1958 and 1966, and the first four years were those experienced by Ernest, who has created a website at <http://smootherhongkong.simplesite.com> which he hopes "might bring back a few memories to someone – it was the best Naval Draft chit I ever had."

Pictured (right) alongside is HMS Glenthams, Ernest's old ship.



● Sub Lt Lee Ellis (left) and ASWI chairman CPO(UW) David Coleman

## ASWI family gathers

TORPEDO and Anti-Submarine (TAS) ratings past and present met for their annual dinner and dance to celebrate the 60th Anniversary of the Anti-Submarine Warfare Instructors (ASWI) Association.

Current ASWI chairman CPO (UW) David Coleman chaired the event, at the Royal Beach Hotel, Southsea.

Association president of Captain ASW – Capt Asquith – was unable to attend because of sea commitments, but provided a letter to update the association on the current state of ASW within the Royal Navy.

Guest speaker Lt Cdr Paul Lewis RN (Retd), who joined the Mob in 1970 as a Junior Seaman Underwater Control (UC), had many stories and experiences to share with guests of his training at HMS Vernon.

ASWI Webmaster Bob Burton recently completed the New York Marathon in aid of the British Heart Foundation, and a cheque for £1,070 was presented to the charity during the event.

The aims of the association include the promotion of *esprit de corps* among its members to help and advise them professionally on all matters concerning Anti-Submarine Warfare.

The association also encourages its members to broaden their social pastimes by holding regular meetings and social events, including the promotion of charitable activities and support to deserving causes.

Membership is open to the following:

Full Membership – all serving UW, Sonar and Mine Warfare Warrant Officers, Senior Ratings as well as serving LS (UW) ratings that have completed the Leading Seaman Leadership course and sonar course; retired Torpedo and Anti-Submarine Instructors (TASI), Sonar and Mine Warfare Warrant Officers and Senior Ratings; all serving or ex serving Aircrew (ASW); all serving or ex-serving submarine Sonar Senior rates.

Associate Membership – members of affiliated Instructor Associations; serving and ex-serving officers on application to the Association; sonar senior rates from other navies.

The 61st anniversary dinner will take place in Plymouth on Saturday July 23.

Further details for membership, social events and the next annual dinner can be found online at the association's website – [www.aswi.co.uk](http://www.aswi.co.uk)

↓ RNA HQ, Room 209, Semaphore Tower (PP70), HM Naval Base, Portsmouth PO1 3LT.

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## £50 PRIZE PUZZLE



THE mystery boat in our December edition (right) was HMS Anchorite, and her older sister (with which she switched names) was HMS Amphion.

The correct answers were provided by Mr Meachem, of Alton, who wins the £50 prize.

This month's mystery ship (above), a boom defence vessel, was launched in Aberdeen on December 2 1937 under the description Yard Number 743.

She won a Normandy 1944 Battle Honour, and was finally sold for scrap at Briton Ferry in the spring of 1970

1) What was her name, and 2) what was the name of her builder?

We have removed her pennant number from the image.

Complete the coupon and send it to Mystery Picture, Navy News, Navy Command, Leach Building,



HMS Excellent, Portsmouth PO2 8BY. Coupons giving the correct answers will go into a prize draw to establish a winner.

The closing date for entries is March 14.

More than one entry can be submitted but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our April edition. The competition is not open to Navy News employees or their families.

### MYSTERY PICTURE 252

Name .....

Address .....

My answers: (1).....

(2).....





## Ship calls in at Perth

WESTERN Australian shipmates of the Rockingham branch and the WA Division of HMS Ganges Association were given a rare treat when HMS Protector called in at HMAS Stirling (Fleet Base West) in Perth while on passage to Antarctica.

Eight of the members took up an invitation from the Warrant Officers and Senior Rates Mess.

They were welcomed onboard by WO1 Steve Tompkins RM, Protector's Executive Warrant Officer, and entertained in the mess, where, shortly after, the Defence Attaché Australia, Cdre Richard Powell, and the Commanding Officer of HMS Protector, Capt Rory Bryan, joined them for a chat.

The Rockingham shipmates were then taken on a tour of the ice patrol ship.

Some more mess time – with a bit of lamp swinging – was squeezed in, but all too soon it was time to depart after a memorable and much appreciated rare ship visit.

# History recorded

ONE of the oldest surviving cadets from Britannia Royal Naval College (BRNC) has returned to Dartmouth for the first time since the 1930s to launch the Britannia Museum Trust oral history project.

Capt Anthony McCrum, 96, met three 13-year-old students from Dartmouth Academy, who asked him about his experiences at the same age as a cadet and how he survived at sea during World War 2.

Their conversation marked the official launch of the oral history project which is designed to capture the memories of former cadets and understand more about life and training at the college since Capt McCrum's era.

The project is supported by a £45,000 grant from the Heritage Lottery Fund, and the Britannia Association.

"It was bizarre coming back to the college after such a long time," said Capt McCrum.



● Capt Anthony McCrum

"I was a bit of a rebel back then. So many things have changed since I left, and the place is much more relaxed than it was in those days.

"And of course there are women cadets now, which there never were in the 1930s."

Capt McCrum's interview was watched by invited guests, including the CO of the College, Capt Henry Duffy, and the leader of Devon County Council, John Hart.

The project relies heavily on the involvement of the local community which includes local residents, school children, university students from the Universities of Plymouth, and Exeter (which both have strong Naval History departments) and others from further afield than Devon interested in oral history.

The records obtained from the former cadets, some now in their 80s and 90s, will help increase the public's awareness of the

importance of BRNC historically and currently, in preparing cadets as future Naval leaders when they will protect the UK's interests, provide humanitarian assistance, prevent conflict and provide security at sea across the globe.

Around a dozen interviews have already been recorded by local volunteers, including the interview with Capt McCrum, which will form part of an archive at the museum for future academic study and analysis.

If you are interested in getting involved in the project, please contact the project manager, Fiona Clampin, by email at [brncoralhistoryproject@gmail.com](mailto:brncoralhistoryproject@gmail.com)

## Cardiff cheque

A CAROL service at St John's Church in the centre of Cardiff was staged to raise funds for the Velindre Centre in the city.

The service was attended by several shipmates from Cardiff branch, who presented Velindre with a cheque for £450.

The cheque was handed to the Lord Mayor of Cardiff, Cllr David Walker, on behalf of the Velindre Centre, by the president of Cardiff branch, Cdr Peter Machin.

## New blood

THE RNA recruited a total of 438 new members online during 2015, which General Secretary Capt Paul Quinn said justified the introduction of the procedure in the autumn of 2014.

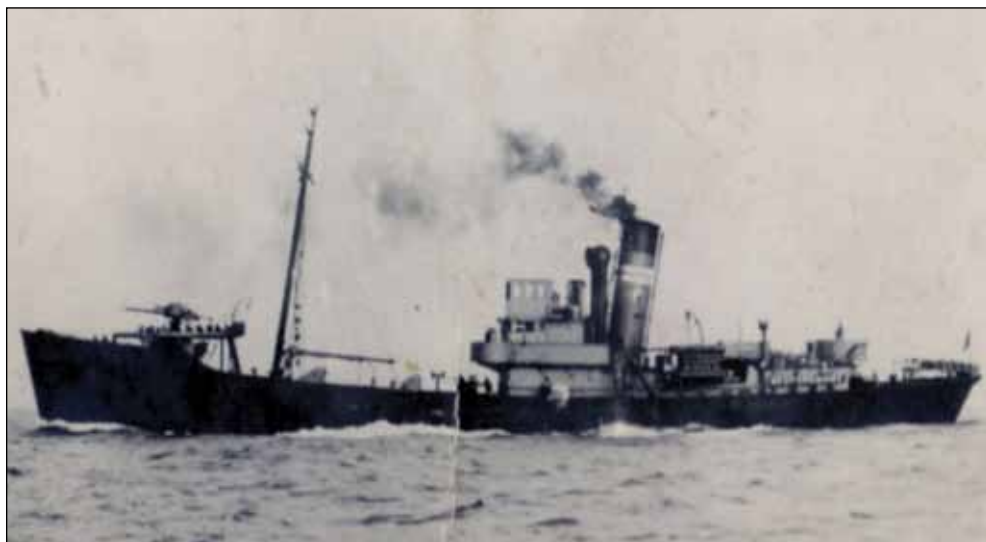
The initiative in terms of overall membership of the Association is also significant, said Capt Quinn – it meant the total figure fell by some 230 over the previous year.

As that figure has been around 1,000 in recent times it means the loss of members has fallen from 5 per cent to a little over 1 per cent.

## Cake cut

THREE founder members of Skipton and District branch were on hand to cut the cake baked to mark the branch's 40th birthday.

The three branch stalwarts were Arctic Convoy and D-Day veteran S/M Norman Robinson, World War 2 veteran Jack Beck, who served in Tribal-class destroyer HMS Eskimo, and Korean War veteran Sam Bottomley, who served in light cruiser HMS Belfast.



● HMT Bedfordshire – one of 24 RN anti-submarine patrol ships sent across the Atlantic in March 1942 to help protect shipping lanes on the east coast of the United States from U-boat attacks

## Night in American jail saved Naval cook's life

LAST year we reported on the annual ceremonies in the United States to honour the Britons who died while protecting the east coast from U-boats in World War 2.

HMT Bedfordshire was torpedoed just after first light on May 12 1942, and several bodies washed ashore at Ocracoke, North Carolina, were from the anti-submarine trawler, as we recalled in our June edition.

All hands went down with

her, but we reported how an unnamed sailor had escaped that fate when he was arrested during a run ashore and not released until after she had sailed on her last patrol.

One reader who saw the article was ex-Chief Gunnery Instructor Mike 'Pinky' Salmon – and he knew exactly who that lucky sailor was.

"It was with great interest that I read the article about HMS Bedfordshire, specially the item

that a crew member had missed the sailing due to being arrested for drunken behaviour," wrote Mr Salmon.

"That person was my father, LC Richard Salmon.

"I remember as a young man him telling me many times that he would not be here today if he had not been arrested during a spell of shore leave."

Richard Salmon died in 1982, but his son sent us pictures of the doomed trawler and some of the crew members.

According to military historian Van Naisawald in his book *In Some Foreign Field*, four members of Bedfordshire's crew escaped death that spring morning in 1942.

Richard Salmon had been joined behind bars by stoker Sam Nutt, and both men missed the morning departure of their ship from Morehead City, though neither was apparently charged with any crime or misdemeanour.

OS Richard Steadman had injured a leg and was transferred to another ship after his own sailed, but the reason why the fourth man – Steward John Fisher – missed the patrol is unknown.

The U-boat which sank Bedfordshire, U-558, was sunk by American aircraft in the Bay of Biscay in July 1943, though her CO, Kapitänleutnant Günther Krech, was one of five men to survive, and he spent a period as a prisoner of war.



● Members of the ship's company of HMT Bedfordshire, including LC Richard Salmon (top right, smoking pipe) who missed the trawler's doomed patrol when he was arrested during shore leave

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## Deaths

Rear Admiral John H Carllill. Joined Navy 1939. Midshipman in HMS Mauritius 1943-45 providing Naval gunfire in support of Anzio landings and as flagship of bombarding force on D-Day. Secretary to Captain 7th Destroyer Squadron on board Diamond 1952-53. Joined Fearless 1967, Supply Officer while she was HQ for British operations in Aden prior to British withdrawal. Cdre HMS Drake 1977-80. Promoted Rear Admiral 1980, last appointment was Admiral President of RNC Greenwich till 1982. President Guildford RNA 1989-2010 and of Sea Cadets 1998-2007. Chevalier de la Légion d'honneur 2004. Member of ARNO. November 10. Aged 90.

Rear Admiral Peter G V Dingemans. Entered Dartmouth 1953. Specialised in torpedo anti-submarine warfare. Commanded HMS Maxton 1967, Berwick and Lowestoft 1973-74, Fishery Protection Squadron 1977-79 and Intrepid 1980-81, leaving her in dry dock for disposal. Early 1982, as Falklands Conflict developed, he resumed command of Intrepid, and almost all the 550 original crew were recalled. She sailed south with Royal Marines embarked, and caught up with amphibious force at Ascension Island. Received DSO for taking the closest personal charge of ship's company and handling his ship magnificently, as well as providing every possible assistance to frigates, aircraft and landing ships. 1983-85 promoted Cdre, Amphibious Warfare, and on promotion to admiral was Flag Officer Gibraltar 1985-87 then Chief of Staff to CinCFleet 1987-90 at which point he was made CBr. He wrote an autobiography *My Incredible Journey* (2013). December 6. Aged 80.

Cdr Richard 'Dick' M Thorn. 1989-94 commanded Britain's largest merchant fleet of 22 RFA ships. 1950 joined RFA as 3/O in tanker RFA Black Rover. 1956 (Suez Crisis) served in tanker RFA Olina which rendezvoused with the Fleet 60 miles north of Port Said to top up ships with fuel. Served RFA Tidesurge (Indonesia Conflict). First command was tanker RFA Rowanoff 1969-70; he was master of ten other ships. 1971 supported operations along coasts of Oman and Yemen in RFA Sir Galahad (Dhofar Rebellion). Oversaw the work of converting Contender Bezzant to RFA Angus. 1984, as master of the helicopter support ship RFA Reliant, he relieved landing ship HMS Fearless and led a task force off Lebanon, evacuating civilians and the British Army peacekeeping force. Awarded CBE in 1994. Nov 12. Aged 81.

Cdre William Alexander. HMS Vernon, Apollo, Warrior, Chichester, Mercury, Lion, ASWE Portsdown, MOD Controller and MOA, also NATO Rome and Naples. Dec 30. Aged 79.

Capt Malcolm N Johns. MOD Central Staff, Chief Exec Dockyards, HM Dockyard Chatham, RNEC Plymouth, Defence Attaché Santiago, HMS Centurion, Ark Royal, Drake, Lochinvar, Tyne, Albion, Sheffield and Bermuda. Nov 15. Aged 82.

Lt Col Nicholas C Thompson. CTCRM,

HQ Cdo Forces 40, 41 and 45 Cdo. RM Eastney, Deal, Portsmouth, HMS Jufair and Bulwark. Dec 1. Aged 80.

Maj Richard C Clifford. HQRM, ITCRM, RM Poole, Instow and Eastney, HMS Jufair and 42 and 43 Cdo. Nov 15.

Cdr Anthony D 'Corky' Corkhill DSC. Educated HMS Conway 1938, took a short service commission in FAA and qualified as observer. Joined HMS Devonshire 1940 during Norwegian campaign. As an 18-year-old midshipman he was flying over a fjord near Tromsø when his Walrus was attacked by a German aircraft. After a 15-minute battle the Walrus caught fire and crashed into the fjord. Corkhill swam for shore towing his pilot until he was picked up by a fishing boat. Awarded the DSC. 1941 he joined 819 NAS flying Swordfish mine-laying over North Sea and English Channel. Promoted lieutenant 1942, became Senior Observer of 819 Sqn. From HMS Archer his Swordfish sank U-752 with rockets. At the age of 23 he was A/Lt Cdr and was sent to the British Pacific Fleet; commanded 814 Sqn in Australia; back in UK re-qualified as a pilot in 1948. Forced to ditch in the South Atlantic in a Firefly 4; in 1953, after double engine failure, he was forced to land his Mosquito in a small field; the aircraft broke in half but he emerged virtually unhurt. Promoted commander 1954, in HMS Albion during Suez invasion; later NATO staff of the SACLANT in Norfolk, Virginia. Also served in Vengeance, Goldcrest, 700, 729, 813 and 816 NAS. Retired 1961. Vice president of RBL. Nov 11. Aged 94.

Cdr Eric M England. SHAPE, CinCNavHome, MOD DNE, HMS Saker, Kemerton, Dido, Phoenix, Dundas, Osprey, Brocklesby, Pembroke, Forth, President, Aurora, Jutland and SDML3511. Nov 6. Aged 83.

Surg Cdr David W D Evans. RN Hospitals Stonehouse, Gibraltar, Haslar and Malta, also HMS Victory RNB, President and Cardigan Bay. Nov 8. Aged 85.

Cdr Ralph G Sheffield RNR. Chatham

HQ RNR. Unattached RNR. Nov 4. Aged 85.

Cdr Geoffrey R Higgs. MOD Weapons Dept. JWS, NATO, 803 and 804 NAS, HMS Centurion, President, Fulmar, Merlin, Blackcap and Illustrious. Nov 8. Aged 90.

Cdr Peter A Southgate DSC. MOD

DNSY, Eng in Chief Dept. AFES Haslar, HMS St Angelo, Liverpool, Victoria, Gambia, President, Raider, RNEC Plymouth and RN College Greenwich. Nov 24. Aged 94.

Cdr Patrick H Carr. HMS Hermes, Seahawk, Goldcrest, Terror, Daedalus, Heron, Gamecock, Warrior, MOD Porton Down, RNEC, FONAC and DNFTCT. Nov.

Lt Col Graeme J H Mackie. CTCRM, HMS Warrior, Saker, Loch Alvie, RM Eastney and 40, 42, 43 and 45 Cdo RM. Dec 28. Aged 81.

Lt Cdr John R L Turner. HMS Blake, Andromeda and 820, 829, 737 NAS. Oct 14.

Lt Cdr James B Dockree. HMS Tamar, Duncan, Drake, Vanguard, Mounts Bay, Figsard, RCN Naden and AE West Drayton, Oct 26. Aged 86.

Lt Cdr Cecil E Gibson. HMS Dolphin, Neptune, Warrior, Forth, Osprey, Walrus, Osiris, Otus, Oberon, Tactician, Scorchier, Alliance, Alcide, Sanguine and Sentinel. Nov 30.

Lt Cdr Frederick S Mann. HMS Ark Royal, Furious, Illustrious, Empress, Triumph, Bulwark, 810 and 827 NAS; also RAF Brampton and FONAC. Oct 4. Aged 95.

Lt Cdr Derek E Rowland. Ordnance

Board, HMS Collingwood, Rothesay,

Plymouth, Pembroke and Eskimo. Nov 16.

Aged 77.

Lt Cdr J S 'Stan' Turton. HMS Gamecock, Seahawk, Daedalus, Siskin, Goldcrest, Glory, Vengeance, Hermes, Osprey, Victorious, Vernon, Glamorgan, Blake, Warrior and RFA Engadine; also 814, 737, 820 and 829 NAS, CinCNavHome and MOD (DNAW). Dec 6. Aged 82.

Lt Cdr David Balme DSC. Entered Dartmouth 1934 aged 13. Served HMS London and Shropshire (Spanish Civil War) as midshipman. 1939 appointed to Ivanhoe (Palestine Patrol). Witnessed torpedoing of HMS Courageous. Served at Spartivento in HMS Berwick, which was hit by shells, killing seven men. Appointed navigator HMS Bulldog 1941, taking part in transatlantic convoys and the occupation of Iceland. Awarded DSC for actions salvaging Enigma machine from U-110 May 1941 (see p.36 for details). Selected as observer in FAA in 1942, he commanded British gunners on US merchantman Chant, part of Malta convoy, but was sunk. Rescued from the water, he spent two nights in an air raid shelter in Malta before flying on to take up duty as Senior Observer of 826 NAS. His Fairey Albacore bombers perfected the technique of pathfinding (dropping flares for RAF Wellingtons to bomb); these night attacks were a decisive factor in crushing the enemy's attack, for which he was Mentioned in Despatches. Qualified as fighter direction officer (FDO) in HMS Renown and in Queen Elizabeth, and with acting rank he became the youngest Lt Cdr in the Fleet. His service included a month in escort carrier Empress directing aircraft on photo-reconnaissance missions over Malaya. 1999 he was historical adviser during making of Oscar-winning film *U-571*. Jan 3. Aged 95.

Lt Cdr Derek R Ford DSC. HMS Pembroke, Sheffield, Dryad, Vengeance, Warrior, Ocean and Wensleydale. Dec 8.

Lt Cdr John M Hepworth. HMS Falcon, Centaur, Phoenix and Gannet. Dec.

Lt Cdr Geoffrey L Shaw. 766, 781, 894, 898, 899 NAS. HMS Heron, Gamecock, Fulmar. Jan 5.

Lt Tony Hart DSC. 1943 served as OS in HMS Beverley in the battle for Convoy SC118. Left Beverley for officer training; two weeks later she was sunk. 1944 he was officer of the watch of HMS Curzon controlling a flotilla of MTBs operating in the Channel and North Sea fighting enemy E-boats for which he was awarded the DSC. Retired 1946. Nov 16. Aged 93.

Lt Reginald K Cooper RNR. 822, 816

and 796 NAS. Sept 9. Aged 90.

Lt Murdo Murchison RNRV. 794 and 831 NAS, HMS Victorious and Indomitable. Oct.

Lt Alan E Jennings. 825, 831, 893 and 894 NAS. HMS Ark Royal, Albion, Eagle and Victorious. Dec 28.

Lt Cliff Miseldine RNRV. 887 NAS. HMS Indefatigable. December.

Sub Lt Ronald Gregory RNRV. Sept 4. Aged 88.

Sub Lt Anthony E Turner RNRV. 887 NAS and HMS Indefatigable. Oct.

Sub Lt Anthony J Hart RNRV DSC. LST 13. Nov 16. Aged 91.

2/O Elsie W Morrow WRNS. Nov 27. Aged 99.

Harold Couzens FAA Pilot. Completed flight training in Canada and posted to HMS Queen protecting Arctic convoys and acting as fighter cover for Avenger bombers. As one of the four FAA Wildcat pilots from 853 Sqn in 1945 he took part in Operation Judgement (last Allied air raid of WW2) to destroy German U-boat base. Dec 10. Aged 92.

Alfred E Deebale CPO. WW2 service in HMS Virago, Clinton, Naiad, also Algerine-class minesweeper. Post-war emigrated to Canada then USA. Published *Three Tiffies* and a *Sweeper* in 1998. July 25. Aged 96.

Earle 'Eddie' Fox RM. Served in 42 Cdo 1948-53 (Hong Kong and Malaya) Nov 2. Aged 84.

Kenneth 'Yorky' Byram L/S. Served 1942-45 in HMS Ajax. HMS Ajax & River Plate Veterans Association. Byram Downs Street in Ajax, Ontario was named in his honour. Nov 20. Aged 92.

Laurence 'Lawrie' W Harper. Served HMS Ajax 1937-42 and a survivor of the action at The Battle of the River Plate. HMS Ajax & River Plate Veterans Association. Harper Hill in Ajax, Ontario was named in his honour. Nov 27. Aged 96.

John McCarron AB. Served HMS Warrior, Jamaica, Defiance, Red Wing, Crane, Opossum and in MTBs. Founder member of HMS Bruce Association and chairman for ten years. Area representative for SSAFEA. Dec 4. Aged 83.

Dennis Howes AB. HMS Ulster, Crispin, Duke of York, Starling, Vernon, Tyne, Lofta, Saintes, Dolphin, LCT 4037, Ranpara and Cheshire. HMS Bruce Association. December. Aged 83.

Henry Bowman TAS Rating. HMS

Duchess. Member of D-Boats Association.

Mervyn 'Ted' Heath EM1. Served

1952-59 in HMS Agincourt and Tenacious.

Dec 21. Aged 82.

Les 'Artie' Shaw AB. Served 1952-61 at Victoria Barracks, HMS 1807 (Osprey), Dryad, Saintes, Implacable and Armada. Member of The Saintes Association. Nov. Aged 81.

Royal Naval Association

Barbara Stapleton (Nee Rawlinson) L/Wren Teleprinter. 1941-46 at Mill Hill, Greenwich Naval College, Derby House, HMS Caroline (Belfast) and HMS Scotia.

Llandudno RNA and Rhyt Wrens. December

24. Aged 96.

Alan L Potts AB/Gunlayer. 1943-47 in HMS Ulster 1944-45 and Tyne 1945, mainly in Pacific and at the Battle of Okinawa, when Ulster was damaged by a near miss from a Japanese bomb. Nottingham RNA until 1992, retired to NSW, Australia then a member of the Tweed Heads branch. Returned to Nottingham 2015. January 3. Aged 89.

Association of Royal Navy Officers and RNO

Capt A C Wray. (Cdre 1978-80) MOD ACDS, AD Plans, DG Ships, Elec Eng Dept. RNC Greenwich, NATO, HMS Centurion, Osprey, President, Dido, Chieftain and Puma. Aug 22. Aged 89.

Capt Michael F Law. HMS Dryad, Victory RNB, Tiger, Ocean, Triumph, St Angelo, BRNC, RN Eng College, RN College Greenwich, MOD DGNMT and DNEdS. Dec 15. Aged 87.

Capt Alex J Wale. HMS Neptune, Victory RNB, Dido, Maidstone, Ariel, Ark Royal, Explorer, Constance, Thermopylae, Nuthatch, MOD DG Ships and WD(N). Dec 10. Aged 93.

Cdr David M G Brittan. HMS Terror, Victory, Warrior, President, Drake, Centurion, Lincoln, St Vincent, Pellew, NATO and NA Oslo. Nov 2.

Cdr Brian Hulme. HMS Bulwark, Centurion, Collingwood, London, Neptune, Caprice, Mercury, Warrior, Renown, RNC Greenwich, MOD Weapons Dept. MOD Bath, BDS Washington and Ch Strat Systems Executive. Nov 12. Aged 82.

Cdr Ralph G Sheffield RNR. Chatham

HQ RNR. Unattached RNR. Nov 4. Aged 85.

Cdr Gerard M J Irvine. HMS Duchess, Daedalus, Eagle, Fulmar, Blake, RAE Farnborough, DG Aircraft (NAVY), RNEC Manadon, MOD Aircraft Dept. Navel, 800, 802, 820 NAS, HMS Fulmar and NATEC. Dec 5. Aged 73.

Cdr Alfred N W Twyman. HMS Osprey, President, Cambridge, Saintes, Phoenixia, Tiger and MOD Underwater Weapons Research. Dec 7. Aged 89.

Lt Cdr Edgar M 'Joe' Bradley. HMS Myrmidon, Protector, Scott, Cook, Consort, Dalrymple, Pembroke, Drake, Dampier and Hydrographic Dept. Aged 85.

Lt Cdr Dudley T Andrews. 849, 827 NAS, HMS Newcastle, Triumph, Seahawk, Hornbill and Goldcrest. Dec 7.

Lt Cdr Michael T Marwood DSC. HMS Mercury, Delhi, Devonshire, Antelope, Saumarez, Verdun, Tana and Bulolo. Jan 16. Aged 90.

Lt Cdr Anthony D Fletcher. HMS Terror, St Angelo, Egeria, Dalrymple, Franklin, SML325, Sussex, President, Owen and HMAS Warren. Dec 21. Aged 90.

Lt Jonathan M Armstrong. HMS Dryad, Drake, Hecate, Beagle, Endurance, Hecla and Exchange RNZN. Nov 12. Aged 51.

Lt Kenneth D Buchanan RM. HMS President and Pay and Records Office RM. Aged 88.

Lt Timothy J Gowan. HMS Mercury,

Victorious, Excellent and NATO. October

25. Aged 78.

Sub Lt G Douglas East RNRV. Nov 29. Aged 92.

HMS Illustrious Association

Sub Lt Walter Bernard. Joined FAA during WW2, served in HMS Illustrious IV 1944-45. August 5. Aged 91.

Thomas B 'Bryn' 'Taff' Jones CPO PTI. Served 1942-68 at HMS St George then Boy Seaman 1st Class in HMS Illustrious IV, also captain's messenger, leaving when rated LH 1945. After WW2 served as PTI in Gibraltar and South Africa; whilst in RN was undefeated middleweight boxing champion. Also served in Military Police. Co-founder and chairman of Wales & West Illustrious branch and co-founder of Southern branch, of which he was chairman in 1987 and 2008-12. October 29. Aged 89.

Cynthia Dickinson. Associate Member. New South Wales Australia.

Submariners Association

Dennis Churchill LS UC2. Served 1955-60 in HM Submarines Telemachus, Andrew, Tabard and Explorer. Nottingham branch. Dec 9. Aged 85.

Michael 'Ginge' Cundell CPO MEM(M). Served 1967-83 in HM Submarines Porpoise, Courageous, Conqueror and Sceptre. Barrow in Furness branch. Dec 15. Aged 68.

Lt Cdr Bob Sharpe. Served 1974-89 in HM Submarines Sovereign (76-78), Onslaught (80-83) and Valiant (86-89). West of Scotland branch. Dec 20. Aged 70.

Maurice Jamieson A/PO UW2. Served 1955-62 in HM Submarines Subtle (56-57), Alliance (58), Andrew (59-60), Alaric (61) and Alcide (61-62). Indalo Spain branch. Dec 28. Aged 79.

Algerines Association

Glyn Thomas LSA(S). Served 1954-55 in HMS Pincher. Recently in Australia.

John McKay. Served 1945-47 in HMS Stormcloud. November 28. Aged 88.

Harry Wrigley SM1. Served 1946-48 in HMS Hound. December 1.

Reginald R Wright SM1. Served 1944-47 in HMS Circe and Waterwitch. December 4.

Stanley G Fairbrother AB. Served 1943-44 in HMS Ross and Hunt 'Smoky Joe' 1943-44. December 15. Aged 90.

John Pitcher. Served HMS Bramble. December.

## Reunions

Date to be arranged

HMS Tilford, Far East, 1965-66 Commission: A 50-year reunion is planned – former shipmates who would like to attend should get in touch. Contact Colin Brett at [pancho.brett@talktalk.net](mailto:pancho.brett@talktalk.net), tel 01302 883331 or at 14 Marquis Gardens, Barnby Dun, Doncaster DN3 1DX.

March 2016

RN Communications Association: AGM and Annual Dinner at the Britannia Prince of Wales Hotel, Southport, March 11-13 Contact Carl Beeson, Hon Sec, at [noseeb@sky.com](mailto:noseeb@sky.com) or tel 07807 347509.

April 2016

HMS Collingwood Association reunion, Royal Beach Hotel, Southsea, April 1 - 4. All members, guests and former shipmates welcome. Contact Shirley Winn, IOW tours at [enquiries@iowtours.com](mailto:enquiries@iowtours.com), tel 01983 405116, visit the web site [www.hmscollingwood.weebly.com](http://www.hmscollingwood.weebly.com) or email [hmscollingwood42@gmail.com](mailto:hmscollingwood42@gmail.com)

HMS Surprise Association: Annual reunion April 1-4 at the Hadleigh Hotel, Eastbourne. Contact Geoff Prentice at [geoff.prentice@virginmedia.com](mailto:geoff.prentice@virginmedia.com) or tel 01394 274813.

May 2016

Algerine Association: 32nd reunion May 2-9 at the Mill Rythe Holiday Village, Hayling Island. All branches of the Armed Forces are welcome. Contact George Patience on 01456 450659, at 97 Balmacraan Road, Drummadrochit, Inverness IV63 6UY, or Mrs Anne Knight on 01463 223610.

HMS Cavalier Association: Reunion May 20-23 at the Victoria Hotel, Torquay. Bookings by Isle of Wight Tours on 01983 405116.

HMS Euryalus Association: All commissions reunion May 13-15 in South Shields. Contact Florrie Ford at [cf002e5349@blueyonder.co.uk](mailto:cf002e5349@blueyonder.co.uk) or tel 07847 391712, or Blood Reidy at [johnr9520@gmail.com](mailto:johnr9520@gmail.com), tel 07541 770766.

848 Squad RM (1966-2016): The first (and maybe last) reunion, May 21-22, Belmont Hotel, Leicester. Contact Barry Lewington at [barry.lewington@yahoo.co.uk](mailto:barry.lewington@yahoo.co.uk) or tel 01752 511568.

June 2016

HMS Liverpool Association: Reunion takes place on June 11 at the GIs Association, Whale Island, mustering at 1200. Our association is made up of those who served on the cruiser and Type 42 destroyer – new members are always welcome. Contact John Parker at [info@hmsliverpoolassociation.org.uk](mailto:info@hmsliverpoolassociation.org.uk) or tel 023 9252 1222.

July 2016

HMS Ganges, Exmouth 41 Mess: A reunion for classes 241, 242 and 950 is being organised to celebrate 50 years since going on draft from Ganges, at the RNA Club, West Bromwich, on July 16. Contact Scouse 'Ruby' Enright at [scouseenright@hotmail.co.uk](mailto:scouseenright@hotmail.co.uk) or tel 07884 040041.

September 2016

HMS Arethusa: Social weekend at Savoy Hotel, Skegness, September 30 to October 3. Contact Isle of Wight Tours at [enquiries@iowtours.com](mailto:enquiries@iowtours.com) or tel: 01983 405116.

### Talking Navy News

Navy News is available free of charge as a digital file on memory stick or email from Portsmouth Area Talking News for those with difficulty reading normal type. Contact 023 9269 0851 and leave a message with a contact number, or email [patn-rec@hotmail.com](mailto:patn-rec@hotmail.com). A speaker that will take a USB plug is required but this can be obtained from the Talking News, or the file can be played back through a computer.

## Ask Jack

HMS Newfoundland: When HMS Newfoundland was sailing to Sydney from the Admiralty Islands we ran into a typhoon. Cdr. J Liddell was on the fo'c'sle with a number of men securing the anchor chains and huge waves were breaking over the ship. I was a Signalman on watch on the bridge. Cdr Liddell was facing aft when a wave came down onto him which dashed him against the breakwater, he died of his injuries shortly after. This happened during the forenoon watch on February 28 1946. We reached Sydney on March 1 and I later gave evidence at the Court of Inquiry held onboard HMS Anson. An ex 'bootneck' who served in the 'Newly' in the 50s tells me he laid a wreath at the grave of Cdr Liddell in Singapore and has photographs of the funeral. Searching for info on the net, it tells

## Appointments

Lt Gen Sir James Dutton appointed Representative Colonel Commandant Royal Marines from December 14.

Rear Admiral C R S Gardner to be Chief Naval Logistics Officer from February 3 2016.

## Sports Lottery

Nov 28: £5,000 – Lt Cdr G Hughes; £1,800 – Lt Cdr S Faulkner; £800 – Lt A Weston; £600 – PO C Smith; £500 – Mne T Kennedy; £400 – PO C Bunney.  
Dec 5: £5,000 – Lt P Davis; £1,800 – Lt Cdr A Barber; £800 – PO D Roche; £600 – PO G Robb; £500 – PO S Brierley; £400 – Sgt L Harvey-Jones.  
Dec 12: £5,000 – Mne B Stringer; £1,800 – PO D Cross; £800 – PO D Morris; £600 – Lt D Smith; £500 – AB1 J McCleester; £400 – S/Lt H Hughes.  
Dec 19: £5,000 – PO M Camm; £1,800 – Sgt C Last; £800 – LH M Hewitson; £600 – PO N Fleetwood; £500 – AB M Sewell; £400 – AB A Rice.

me that Cdr Liddell was killed in March in the Straits of Malacca. This cannot be as I was one of the last people to see him alive and the 'Newly' never went to Singapore before I left her in Hong Kong at the end of 1946. If you can help solve this puzzle, contact Arthur Aston, ex Yeoman, at [arthuraston@hotmail.com](mailto:arthuraston@hotmail.com) or write to 28 Oliver Leese Court, Ten Butts Crescent, Stafford. ST17 9HP

My name is Christopher Patrick Barber and I live in New Zealand. However, it was not until later in life that I learnt that I was born Christopher Patrick Clark. I never met my father (whom I now presume deceased), or saw a photo of him. His name on my birth certificate is Alexander Clark. In 1943 he was an RN shipwright based in Devonport. His service number shown on my birth certificate was D/MX510225. At his marriage to my mother in 1943 he was aged 22, so born in 1921. I would love to at least view a photograph of him. Can anyone help me with this quest? Please contact Chris Barber at [sarnia1@hotmail.com](mailto:sarnia1@hotmail.com) or write to 35 Settlers Grove, Orewa, Auckland, 0931, NZ.

HMS Ark Royal, Laundry Crew: I was one of the crew of HMS Ark Royal selected for the laundry course which took place in Devonport laundry from June 12 to July 5 1961. Some of the other members I remember were Pansy Potts, Tubby Sumner, Chips Ratterty, Ab Walsh, Dad Streams Killick Stoker. I think we had to take over in 1963 going to Singapore. I wonder if anyone knows why the Chinese laundry crew were not allowed to travel to the UK to join Ark Royal? Can anyone throw more light? Contact Dominic Mick Dunne at [dominicjdunne@gmail.com](mailto:dominicjdunne@gmail.com) or tel: 00353860701652.

HMS Intrepid: I am trying to obtain a replacement copy of HMS Intrepid 1st Commission 1966-68 Commissioning Book, as mine was stolen years ago. If anyone can help me find a replacement, I would be most grateful. Contact John Higgins at [higginsjohnedward@yahoo.co.uk](mailto:higginsjohnedward@yahoo.co.uk) or write to 45 Arundel Green, Aylesbury, Bucks HP20 2BL.

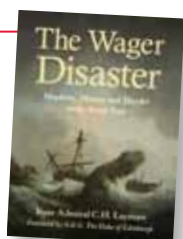
Entries for the Deaths and Reunions columns, and for Swap Drafts, in March's Noticeboard must be received by February 10

### NOTICEBOARD ENTRIES

- Notices for this page should be brief, clearly written or typed and addressed to – The Editor, Navy News, Navy Command, Leach Building, HMS Excellent, Portsmouth PO2 8BY, or email: [edit@navynews.co.uk](mailto:edit@navynews.co.uk). If you are sending your notice via email, please include your full address and telephone number.
- Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.
- Please send in Reunions at least two months (preferably three) before the month of the event.
- There may be a delay before items appear, due to the volume of requests.
- Entries are free to non-commercial organisations. Items pertaining to commercial work, books and publications for profit can only appear as paid-for advertising.
- The Editor reserves the right to edit or refuse publication of submitted notices.
- Space does not allow us to accept more than one free insert. Any subsequent notice will have to be paid for at advertising rates.







## Thrilling tale of heroism and horror

IF THE story of HMS Wager had been dreamt up by a Hollywood writer it would have been slated for its implausible plot, endless misery and relentless melodrama.

It features an 18th-Century shipwreck in a violent storm on a desolate coast half a world away as the captain lay injured and sedated in his cabin.

Men were forced to eat scraps of rancid seal, rotten dog paws and on occasion their own shoes.

The captain, hastily promoted when his predecessor died, shot a man and left him to perish, prompting mutiny as order and humanity shrivelled in the face of horrific privations.

Some sailors chose to make an astonishing journey by open boat over thousands of miles of dangerous seas, arguably rivaling the later efforts of Bligh and Shackleton.

There is also slavery, possible treason, and an improbable *denouement* at a court martial off Portsmouth, along with a modern post script.

But this story is true, and readers would be hard-pressed to find a more gripping account of an ill-starred and desperate voyage than **The Wager Disaster** (Uniform Press, £20 ISBN 978-191-0065-501), in which Rear Admiral Kit Layman weaves participants' accounts with historical records to drive his engaging narrative.

HMS Wager was an uneasy hybrid of merchantman and warship which sailed short-handed and overcrowded as part of Anson's expedition in September 1740 to harass Spanish Pacific colonies.

The expedition's shoddy preparations can be gauged by a plan to include "500 land forces"; in reality 500 outpatients from the Chelsea Hospital Corps of Invalids were sent to Portsmouth.

All who could walk deserted *en route*, most of the other 259 were hoisted aboard as they were too decrepit to manage by themselves, almost all were over 60 – and all died during the sea voyage...

Wager, separated from her squadron at Cape Horn, was wrecked on a desolate island off Chile, sparking a story with many twists and turns, physical and moral crises and examples of both noble and base human behaviour.

Rear Admiral Layman has done a splendid job of drawing together the many threads, and the book is taut and lean, despite its global canvas, with plenty of imagery to illustrate the story.

The whole sorry affair, which enthralled Georgian England, had far-reaching consequences in terms of exploration, politics and the development of the Navy, while Rear Admiral Layman also usefully sketches out the later careers of some of the main players, including the grandfather of poet Lord Byron.

And the story has a 21st-Century dimension – the wreck was rediscovered in 2006; the author includes a fascinating account of the expedition to find the Wager.

But at the heart of this footnote to history is a truly riveting narrative – not of glorious victory or crushing defeat, but of ordinary men struggling to survive and carry out their duties in the face of overwhelming odds.

THE 20th Century saw two types of warship dominate surface warfare in the Royal Navy.

First came the Dreadnought-era battleships and battlecruisers with their main armaments of multiple big guns, writes Prof Eric Grove.

Then, during World War 2, once the problem of effective fighter control was solved, the gun-armed ships were replaced by aircraft carriers. The older capital ships were no longer a cost-effective use of manpower, especially as the advent of the submarine and the need to counter it forced investment in ASW forces.

The story of the development of these two generations of capital ship is told in two handsome major new volumes just published by Seaforth of Barnsley.

We'll look at David Hobbs' *The British Carrier Strike Fleet After 1945* next month.

This month our focus is Norman Friedman's **The British**

## THE GROVE REVIEW

**Battleship 1906-1946** (£45, ISBN 978 1 84832 225 7) – a detailed development history of both battleships and battlecruisers from HMS Dreadnought to HMS Vanguard.

As might be expected from the author's reputation, the work is based on extremely thorough research, notably in the Ships Covers and other Directorate of Naval Construction records held by the National Maritime Museum at the Brass Foundry, Woolwich.

A wide range of other Admiralty documentary series have been consulted, as well as sets of papers in various collections.

The result is a very comprehensive analysis that explains, in great detail, the decision-making processes which led to the successive classes of ship and their service development.

The text is complemented by some excellent illustrations with copious well-produced photographs, each one so fully and informatively captioned that they provide a parallel pictorial history.

There are also well-executed drawings by such draughtsmen as John Roberts and Dave Baker and a handsome colour centre section of Admiralty drafts including an impressive 'double gatefold' with plans of Princess Royal, Iron Duke, Valiant (as rebuilt), Repulse and Renown (again both as modernised in the 1930s).

The book is an excellent and most useful contribution to Naval history but there are a few problems with it. Firstly, the author's methodology of photographing documents and taking the images en masse back to New York encourages a tendency to chronicle committee discussions rather than analyse them in depth to produce a coherent argument. Also the research base is sometimes rather too narrow.

The best example of this is the author's discussion of the reasons for HMS Lion not blowing up at the Battle of Jutland. It is absolutely correct that the adoption of safe propellant-handling arrangements was the key to this, but surprisingly the true reasons for this are not understood.

It was not that Capt Chatfield and Lion's gunnery officer insisted themselves on changes

to safer procedures, but that WO Alexander Grant – with some difficulty – persuaded Lion's officers to adopt safer procedures.

There is little excuse for not acknowledging this as it has appeared in two forms: Grant's memoirs, published as a whole by a descendant, and the chapter of this work on Jutland that I published in annotated form in a Navy Records Society Naval Miscellany volume. Arthur Marder also footnoted this in Vol 3 of *From the Dreadnought to Scapa Flow*.

I find it surprising that all these sources seem to have passed the author by. There is also a slightly disturbing tendency to ignore, without reference, sources with which the author disagrees. These should be engaged with even if only to dismiss them.

As in all works by this author, the use of endnotes is idiosyncratic. They tend not to correspond to standard academic forms, but often add significantly to the argument in ways that should have really been put in the text. A good example of this is the treatment of the sinking of HMS Hood where the main text just refers to official documents, with material on subsequent debates relegated to endnotes.

As a member of the Hood expedition of 2001, I found the support for Bill Jurens' eccentric *idées fixes* rather disappointing. Norman seems to think, after conversations with Jurens, that the after magazine deflagration on its own caused all the damage

forward as well as aft.

This seems hard to accept, especially as Jurens insisted at the time that the forward damage was caused by implosion as the ship sank. That may indeed be true, but it does not explain why the ship's conning tower was blown some distance away from the main wreck. It seems indicative that this tower was over a magazine. The after deflagration did indeed cause the catastrophe, but through causing secondary explosions forward.

The only other criticism I shall make of what remains an excellent book is that the illustrations and text are insufficiently coordinated. Too often an interesting design is being discussed, while an unrelated illustration appears on the same pages. It would also have been useful to have seen more visual impressions of designs that were never built; I am sure the talented draughtsmen would have enjoyed providing them. There are some, but it would have been very interesting to have seen more.

Nevertheless, this said, *The British Battleship* is still a great book and a worthy addition to any naval library. Given its quality of production and illustration (some of the best prints of even well-known pictures that I have ever seen) the price of £45 for its 448 pages seems quite reasonable. It can, however be bought for just over half that on the internet – excellent value indeed!



## What the In and Out is all about

TO most of us, private members clubs in London are a mysterious world inhabited by the aristocracy.

But not all the clubs are thus, as revealed in Osprey Publishing's **In and Out Club: A History of The Naval And Military Club** (£40, ISBN 978-1-4728-1509-5).

Written by military historian Tim Newark, the book not only charts the history of the In and Out but serves as a record of the military exploits of its members over the past 150 years.

The club was established in 1862 by three officers from the Royal East Kent Regiment, known as the Buffs, who found it impossible to join the capital's existing military clubs as they were all full.

Deciding on a subscription-based membership, rather than relying on the proceeds of gambling as other private members clubs did, the club's first home was in Clifford Street but outgrew the Georgian building and a year later moved to Hanover Square.

As membership quickly grew, the property again proved too small and the club moved to Cambridge House in Piccadilly, where it remained for 133 years.

Around 1867 the gateposts were painted 'In' and 'Out' as an instruction to carriage drivers as they deposited and collected guests. The pillars of the club's current building were painted with In and Out in tribute when it moved to Nancy Astor's former home at St James' Square in 1999.

In his foreword, club president the Duke of Edinburgh, a member of the club since 1947, makes special mention of the Club's Corridor of Remembrance, which pays tribute to members who died during the two world wars.

And Newark's tome reveals how the club and its members were affected by the conflicts, with stories of its Servicemen's exploits, including Admiral Jellicoe at the Battle of Jutland and the damage inflicted when the club was hit by a German

bomb during the Blitz in 1940.

The club boasted many Victorian commanders, including the future Admiral of the Fleet Roger Keyes, who joined in 1900. The then young lieutenant commanded HMS Fame, one of two gunboats that attacked the Taku Forts at the mouth of the Pei Ho river, an operation that began the international campaign against the Boxer Rebellion. The grandfather of the club's current chairman, Vice Admiral John McAnally, was Keyes's engineering officer.

Newark also reveals the tale of how one Robert Falcon Scott fell foul of club rules by failing to pay his subscription on time – he was exploring Antarctica aboard Discovery at the time. The club's committee finally ruled special circumstances and allowed the Royal Navy captain to remain a member, once he had paid his arrears.

The book also charts how members of the club were involved in post-WW2 exploits, such as that of Cdr Jack Kerans, who won the DSO for HMS Amethyst's escape from the Yangtze River in 1949; The damage inflicted by an IRA bomb in 1974; stories from the Falklands conflict involving a young S/Lt Neil Hall of HMS Andromeda and Capt Hugh Balfour of HMS Exeter.

The book is packed with glossy photographs, featuring the Coffee Room, the main dining room and the grandest room in the building, and the Long Bar, considered to be the heart of the club.

Nowadays the club, which was the first to have electric lighting installed in 1885, offers its members, which include non-Servicemen and women, a library, business centre and sports and leisure facilities.

As the In and Out has modernised to keep up with the demands of today's members, the book, which wouldn't look out of place on many a coffee table, serves as a fitting tribute to its members, who after all are the people who made the In and Out a home from home.



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## Footballers show their support

A HELENSBURGH football side has forged an affiliation with Astute-class submarine HMS Ambush.

Helensburgh FC's fortunes are being followed avidly by the 98-strong crew.

The team has even incorporated the boat's crest onto their football strip.

Kenny Russell, manager of Helensburgh FC 2001s, said: "We are delighted as a club that HMS Ambush has become the 12th player on the field."

"We are also delighted that Helensburgh FC 2001s are the first team in the club to be sporting the Ambush crest on their strips."

Helensburgh Football Club launched in 1981 and have teams ranging from the adult amateur team in the West of Scotland Amateur Football League to multiple youth teams playing 11, seven and four-a-side football in the Dumbarton Development Football League.

HMS Ambush, launched in 2011, has also been going from strength-to-strength, recently completing her first operational deployment where she proved her fighting capabilities exercising against surface ships, patrol aircraft and helicopters.

"Communication at sea is carefully controlled, but one thing all the crew look forward to is the weekly football results," said Cdr Alan Daveney, CO of Ambush. "We now have an extra team to follow when we're beneath the waves."

## Sailors are on (wild) fire

PERSONNEL from HMS Wildfire sailed two yachts from Gosport to Yarmouth on the Isle of Wight for a two-day exercise.

The Northwood-based Royal Naval Reserve unit runs two sailing exercises each year to teach small boat handling, coastal navigation and develop core sea skills.

Twelve members of Wildfire left the Joint Services Adventurous Sailing Centre at Gosport with two 34ft yachts.

The crews included Officer Cadets Chris Stock and Andrew Crawford, who took the chance to brush up on the skills prior to attending Britannia Royal Naval College at Dartmouth.

"Nothing beats time on the water to put our training into practice; it was great to plan the day's sailing and then actually put our passage to Yarmouth into action whilst dealing with man-overboard drills on the way," said OC Stock.

Further sailing trips are planned for 2016 with the opportunity to cross the English Channel to France while supporting Wildfire members in gaining Royal Yachting Association qualifications.

## In fighting form

MEMBERS of the Royal Navy and Royal Marines Martial Arts Association are preparing to go into battle later this year.

The association, which includes Kendo, Karate, WTF Taekwondo and ITF Taekwondo, are holding a training camp in Gibraltar at the end of April.

The camp will provide the perfect preparation for the RN v RM Championships at HMS Temeraire on May 25.

The association will then compete in the Inter-Service Championship at Aldershot in July.

For more details follow the RNRMMAA on Facebook

# Collingwood fighters win back silverware

# Power rangers

HMS COLLINGWOOD took the honours to retain the trophy at the annual HMS Sultan Boxing Show.

Twenty fighters took part in ten bouts, including guest boxers from the Royal Engineers and amateur boxing clubs from Gosport and Moneyfields, Portsmouth.

Spectators also witnessed a female bout with Gosport ABC fighter Rosie Ratzler defeating Collingwood's AB Allannah Pope.

Collingwood's 2-1 trophy victory was also down to individual wins by ABs Remi Emerson and Will Jones over AET George Bateman and Sub Lt Steve Cox respectively.

Collingwood's boxing coach PO Christopher Smith said: "Achieving success within boxing is difficult due to the turnover of recruits, for Collingwood's team to achieve this win it is amazing and reflects the core values that we strive to install."

LPT Rob Docker, who organised the event, said: "They put in months of hard work and training in their own time both morning and night and did themselves, their establishments and the Royal Navy proud."

Royal Engineer Anthony Keywood's victory over ME



● The victorious boxing squad from HMS Collingwood with their trophy

Picture: LA(Phot) Dave Jenkins

Joe Campbell from Sultan was declared the best bout of the evening, while AB Nathan Levers was awarded the best boxer title for his victory over Moneyfields ABC's Owen Cooper.

The Royal Navy Ladies Boxing Squad is based in HMS Collingwood and welcomes

personnel of all abilities. Contact PO Smith on 5138 for details.

**Other results:** Gilbert Sullivan (Gosport ABC) beat Mike Alton (Moneyfields ABC) in the 54kg category; John Ball (Gosport ABC) beat AB Ben Rossiter (Collingwood) in the 75kg category; LET Andrew

Love (Sultan) beat AB Joe Morton (Collingwood) in the 81kg category; AB Ryden Teal (Collingwood) beat L/Cpl Andrew Lauder (RE) in the 90kg category; AET Connor McLellan (Sultan) beat L/Cpl Gregg Hedge (RE) in the 97kg category.

## It's all downhill from here...



ROYAL Marine L/Cpl Neal Russell heads the pack on Exercise Spartan Hike in Serre Chevalier, France.

More than 550 competitors take part in both Alpine and Nordic disciplines in the regional ski championships run by Force Troops Command.

The Alpine disciplines are giant slalom, slalom, super G and downhill.

The Nordic races are 4x5km cross country relay, 15km classic, 12.5km biathlon and 4x7.5km biathlon relay.

The Nordic competitors also take part in a patrol race carrying equipment and weapons.

Picture: Sgt Russ Nolan RLC

## Six of the best as sporting

THE Royal Navy's extraordinary success on the sporting stage was recognised in the annual RN Sports Awards.

Six awards were handed out to outstanding sports stars who have put the Navy in the spotlight during 2015.

The NATO Cup for the Sportsman of the Year went to snowboarder **LAET Ross Taylor**, while the Sportswoman of the Year was won by **NA Harriett Yea** for her exceptional feats on the basketball court.

Triumphing in the team award were the Navy's all-conquering **volleyball** team.

LAET Taylor, 28, from Plymouth, is recognised as the best young snowboarder across the whole of the UK's Armed Forces. He's won the Inter-Service men's individual championships four years in a row and has captained the RN men's team to inter-Service success.

He said: "Snowboarding is often seen as a poor relation to the other winter sports and

## Aiming for first place

HMS Collingwood's **Cross Country** Competition provided the opportunity to select individuals to represent the base at the Regional Championships.

The event, organised by LPT Emma Ochiltree, saw 140 competitors from across the base complete a 3 1/2 mile race around the establishment.

Emma said "It was a fantastic event with massive support from the whole of HMS Collingwood, with 140 military and civilian personnel taking part."

With each participant aiming for first place in their respective category, the top runners will represent Collingwood in a few weeks time at Gosport.

AB Chu won the men's under-20, AB Perrin won the female under-20; AB Foster won the men's senior, AB MacDonald won the female senior; Lt Cdr Giles won the men's veterans, Mrs Sewell won the female veterans.

## Be a mascot

THE RN Rugby Union is offering the chance for two children from Naval Service families to act as mascots, and lead the RN Rugby Team onto the pitch for their clash against the Army at Twickenham on April 30.

If your child is between eight and ten years old and you would like to enter them into the competition please e-mail [info@nff.org.uk](mailto:info@nff.org.uk) with a short paragraph from you or your child on why they should be selected as a mascot.



● LAET Ross Taylor receives his award from Rear Admiral Simon Williams

Pictures: LA(Phot) Iggy Roberts



## Classy in Canberra

THE Royal Navy senior cricketers enjoyed a promising start to the **International Defence Cricket Challenge** in Australia.

The team inflicted heavy defeats on the Royal Australian Navy and New Zealand Army in warm-ups before meeting the Pakistan Navy in the first match of the contest.

The gulf in class between the Pakistan team, which went on to win the tournament, and the other sides in the men's competition was obvious from the outset and the RN was unable to avoid a seven-wicket defeat.

A first win of the tournament against the ANZAC Barbarians was followed by further disappointment with a reversal against the RAN.

With the focus shifting to T20 cricket, the RN enjoyed three victories from four games.

In the 50-over matches, defeat by the NZA all but ended hopes of a semi-final berth and the RN side

settled for a place in the Plate One final against the Australian Army, but lost the game.

Whilst finishing sixth was a disappointing outcome, the RN side beat seven of the nine teams involved.

RN captain, Lt Cdr Jon Parker, said: "The team really enjoyed the amazing opportunity to take part in this physically and mentally demanding competition."

ET(ME) Ben Kohler-Cadmore was named RN player of the tournament and was selected in the World Defence XI to play the Australian Cricketers' Association Masters XI in the showpiece exhibition game to close the tournament.

The RNCC will hold a winter net session on February 25 at the Ageas Bowl in Southampton. Sessions in March and April will be held in Taunton.

Personnel should contact their unit PT staff in the first instance or the secretary of RN Cricket Lt Cdr Brian Smith on 02392 722921 or [brian.smith120@mod.uk](mailto:brian.smith120@mod.uk).



● Sgt Mick Birrell (45 Cdo) celebrates hitting the winning runs against the Australian Army as the RN won by four wickets with two balls to spare

Picture: C/Sgt Dan Maytum (RM Poole)



● Royal Marines help a St Helens' rugby player abseil

## Giants put to the test

ROYAL Marines of 42 Commando welcomed sporting warriors to their base at Plymouth to share their ethos and team spirit.

The players and coaching staff of rugby Super League giants St Helens RLFC made the long journey to Bickleigh Barracks from their Cheshire home as part of their pre-season preparations.

The amphibious commandos laid on three days of physically and mentally challenging activities to test and improve the players' toughness and team spirit on the field.

Club head coach Keiron Cunningham said: "The most important thing for me this week was to see the players out of their comfort zone."

"It was a really tough week, probably the toughest training camp I've seen, and that's exactly what I needed. It shows what people are made of, and what can be achieved with hard work."

The week began with a military fitness session soon after the players arrived and was followed shortly after by a tutorial in navigation techniques to ensure they had a fighting chance of successfully completing a route around the notoriously inhospitable Dartmoor National Park the following day.

Further lessons in survival techniques, including how to safely kill and prepare live animals, and team cohesion ensured that the rugby stars were left in no doubt about the toughness required to become an elite commando.

Keiron added: "I'm a great admirer of the Royal Marines. It takes the same type of physical and mental toughness to be both a rugby player and a Marine."

"It's been great talking to different people and realising that we all have the same mindset. The success of both groups relies on respect and hard work."

# Best of Brits send records tumbling



● LD Willy Bowman feels the pressure

**THREE medals and a host of top-ten finishes were the story for the Royal Navy at the British Indoor Rowing Championships.**

The 18-strong team, which included several newcomers, joined 1,500 competitors for the event at the Olympic Velodrome in London.

POPT Ian Robinson, from Northwood, finished second in the men's lightweight 2k 30+ age group, just retaining sufficient strength to proudly carry his young son on to the podium.

A host of personal and season bests were recorded, with recent Welsh National Champion Lt Craig Guest (FOST, HMS Collingwood) achieving a third consecutive 2k personal best in a race as he finished seventh in the men's heavyweight 30+ in 6 mins 21.1 secs.

Others setting personal bests included relative newbie POPT Daz Hoare (HMS Collingwood) with 6 mins 34.6 secs, putting him sixth in the men's heavyweight 40+, just behind Lt Cdr Rory West's fifth place in 6 mins 33.5 secs.

The men's open heavyweight 2k was the most competitive event of the day, with an array of GB Olympic 'on-the-water' rowers in action.

Mo Sibhi won in 5 mins 41.9 secs to beat the long-standing UK record held by Sir Matthew Pinsent.

RN double Olympic gold medallist Lt Peter Reed was 8th in 6 mins 03.0 secs.

Mne John Leonard (40 Cdo) rowed a strong race to set a personal best of 6 mins 19.9 secs, with ET(WE) Alastair Packman (HMS Collingwood) finishing in 6 mins 34.0 secs.

The sole RN woman was NA(SE) Aaby Aldridge (RNAS Culdrose), who rowed a very controlled race, with a time of 7 min 42.1 secs pb in the women's open heavyweight.

CPO Collin Leiba (MCTA), was an easy winner in 1 min 19.9 secs, but was disappointed that he did not beat the existing world record of 1 min 18.3 secs. A gold medal for the UK record holder, with the fastest 500m time of the day, was some consolation for the 52-year-old.

Only slightly slower in 1 min 21.9secs to finish second in the men's open heavyweight 500m was Leading Diver Willy Bowman.

Royal Navy sportsmen returned with a set of gold, silver and bronze medals from the European Indoor Rowing Championships in Hungary.

Lt Guest set his fourth consecutive personal best in a 2km race to collect a gold in the men's heavyweight 30-plus category at the event in Győr.

CPO Leiba took silver in the men's heavyweight 50-plus category in a time of 6min 37.3sec and went on to take bronze in the men's open team event, where he stood in for the Army PT Corps.

RN Indoor Rowing team manager Paul Winton, also of MCTA, took bronze in the men's heavyweight 60-plus 2k – 16 months after a left hip replacement and five months after a right hip replacement.

Seventeen RN indoor rowers competed at the English Championships in Manchester last month, while 15 take part in the World Indoor Championships in Boston this month.



● The victorious Royal Navy Angling team

## Fishing for compliments

NOT even a severe storm got in the way of Royal Navy anglers' bid to win the Inter-Service contest.

The Senior Service were to host the Shore Angling Championships at Helston in Cornwall but Storm Barney forced a change of venue, with the competitors moving to the north coast to use Hayle and the Camel estuary.

The match was pegged into three zones with each Service drawing pegs and putting four anglers in each zone.

The team with the lowest aggregate points over the two

days would be the winners. The main fish being caught were flounder and bass. The largest fish caught over the contest was a 60cm bass.

After day one the Army had a 28-point advantage over the RN with the RAF closely behind in third. With it still all to fish for on day two, the RN managed to narrowly overturn the deficit and win, beating the Army by one point.

It is the second time in three years that the RN has won the Inter-Service Shore Championships and again had four anglers in the top ten.

## awards handed out

She said: "I just feel really honoured that playing the sport I love has been recognised."

For the first time in more than four decades the Navy's volleyball team were victorious in the Inter-Service competition following on from winning the Crown Services competition.

Young Sports Person of the Year was **AB Luke Fisher**, who has impressed in the boxing ring. He was voted boxer of the tournament at a multi-national contest in Cyprus, was crowned Combined Services

champion and reached the national finals of the Elite English Championships.

**WO2 Al Curtin** – the driving force behind RN and Combined Services martial arts for over 15 years – was named RN Sports Official of the Year, and a special award went to **WO Danny Egan** for outstanding service to Navy squash during more than 20 years.

The awards were presented by Rear Admiral Simon Williams, Assistant Chief of Navy Staff (Personnel).



● NA Harriett Yea, AB Luke Fisher, WO2 Al Curtin and WO Danny Egan with their awards



# Simply the best

● MARINE Engineer Joe Campbell lands a punch on Royal Engineer Anthony Keywood in the best bout of the night at the annual HMS Sultan Boxing Show. HMS Collingwood seized the trophy after four years of domination by the host club. Full story, see page 42

Picture: LA(Phot) Dave Jenkins



# Navy crew triumphs in famous yacht race

## Chance to shine on Beacons

LOOKING for a challenge in 2016?

Then a two-day adventure navigating the mountainous terrain of the Brecon Beacons may be for you.

Entries are invited for this year's **Beacon Challenge** on June 22-23, consisting of a 25-km mountain walk, 30-km cycle and a 500-metre sail.

The event is open to all Royal Navy and Royal Marines personnel who are classed medically fit and have passed their Single Service Fitness Test.

Personnel from the other Services are welcome to participate as team members.

Each team is made up of four personnel, the team leader being RN or RM.

Lt Col Lee Daley, who works for the Defence Equipment and Support organisation, was a participant last year.

He said: "If there is a better way of spending three days in work then I can't find it."

"The event was excellently organised, supplied demanding, yet fun routes with some fantastic views of the Brecon Beacons. The challenge was met head-on in an enthusiastic and professional manner."

The challenge is being organised for the sixth year by the Royal Naval Leadership Academy Outdoor Leadership Training Centre at Talybont on Usk. Prizes will be presented at the end of the challenge.

Lt Chris Carter, who heads up the centre, said: "This is a real chance to step back from the day-to-day pressures that we all are under and focus on team building."

The scenery is outstanding and the different elements of the challenge mean that individuals can either play on their strengths or move outside of their comfort zone to contribute to the overall team effort."

Anyone looking for more information should contact their establishment or ship PTI, alternatively LPT 'Quinn' Quinn at the OLTC on 01874 676269/389.

There is an entry fee of £7.50 per team member; each person will be awarded a t-shirt.

A YACHT crewed by Royal Navy personnel won a trophy in the famous Sydney to Hobart race.

Thousands of spectators turned out for the start of the 618-mile race, which began in glorious sunshine.

Adventure of Hornet, crewed by RN and RAF personnel, left the start alongside Discoverer of Hornet, crewed by the Army.

Both yachts are taking part in Exercise Transglobe, a year-long circumnavigation over 13 legs.

The Sydney to Hobart race saw 108 yachts head down the Australian Coast, past Disaster Bay, before crossing the infamous Bass Strait and on to southern Tasmania.

Just when the crews think it is over, the final 40 miles involve crossing Storm Bay and sailing up the narrow waters of the Derwent River to finish in Hobart.

Also taking part in the race was Sir Robin Knox-Johnson, an honorary captain in the Royal Naval Reserve.

The two Service yachts began their leg in Perth, using the 2,700-mile passage across the Southern Ocean to Sydney to qualify the crew for the race.

Organisers said this year's event was one of the toughest of recent years.

The conditions forced 32 of the 108 entries to retire, with high winds shredding sails and breaking one ship's mast.

The local favourite, eight times winner Wild Oats XI, was forced out on the first night.

Despite the sudden arrival of storm Southerly Buster, where the wind turned from 25kts from behind the yachts

to 40kts over the bow in a matter of minutes, the crew of HMSTC Adventure of Hornet battled through two days of storms to catch the Army boat on the final night at sea.

Lt Cdr Steve Walton, skippering his first major ocean race, said "We had an amazing crew, drawn from the RN and RAF, with a couple of RAN personnel, who came together as a team over the long passage to Sydney and then kept going when all appeared lost with the Army boat 75 miles ahead."

"We pulled it back and crossed the line only minutes after Discoverer of Hornet which put us ahead on handicap."

Adventure consequently won the Oggin Trophy for the first military boat on corrected time.

"As one of two Royal Marines onboard, and with no ocean sailing background, this was a fantastic experience and a chance to take part in one of the classic yacht races in the world, gain some life experiences, make some new friends across all Services and of course, sample the culture of previously unvisited lands. Absolutely hoofing from start to finish," said WO2 Stu Eaton.

The crew of 17 ranged from experienced racers to almost complete sailing novices.

As part of the training remit of the exercise two crew were awarded their RYA Competent Crew qualifications and two others completed their star and sun sights to qualify as RYA Ocean Yachtmasters.

Both yachts are currently in New Zealand with new crews onboard before they head around Cape Horn on the way back to the UK.



● Crew members aboard Adventure sailed the yacht to a medal in the Sydney to Hobart race